



The Calcutta Gazette

WEDNESDAY, MAY 31, 1922.

APPENDIX.

NOTICES TO MARINERS.

The following Notices are republished for general information.

P. G. GLANVILLE, COMMANDER, R.I.M.,
Deputy Port Officer of Calcutta.

H. E. SPRY,
*Secretary to the Government of Bengal,
Marine Department (offg.).*

CALCUTTA, the 20th May 1922.

INDIA, WEST COAST.

Deogarh, Fort point—Light unreliable.

No. 208 (first publication).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 42M. of 1922), are republished :—

Position.—On the north-west bastion of the Fort. Lat. 16° 23' N., long. 73° 22' E. (approx.).

Details.—The correct period of the Deogarh occulting white light is 20 seconds, viz :—

Light	Eclipse
15 sec.	5 sec.

As the timing of this light is irregular the light is therefore considered "unreliable."

Charts affected.—No. 59, Deogarh harbour.

„ 739, Boria Pagoda to Malvan.

„ 2736, Gulf of Kutch to Viziadrug.

„ 826, Karachi to Vengurla.

„ 827, Vengurla to Cape Comorin.

„ 748B, Indian Ocean, Northern portion.

Publications.—List of Lights, Part VI, 1922, No. 413.

Indian List of Lights, 40th issue, 1921, No. 111.

West Coast of India Pilot, 1919, page 193.

Authority.—Commissioner of Customs, Salt and Excise, Bombay, dated 3rd May 1922.

INDIA, WEST COAST—KARIL KACHAL CHANNEL.

Chaldea Rock Buoy—Removed for S. W. Monsoon.

No. 209 (*first publication*).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 44M. of 1922), are republished :—

Position.—Lat. $15^{\circ} 56\frac{1}{4}'$ N., long. $73^{\circ} 28\frac{1}{4}'$ E. (approx.).

Details.—Chaldea Rock Buoy was removed from its position for the South-West Monsoon on 19th April 1922.

Authority.—Commissioner of Customs, Salt and Excise, Bombay, dated 3rd May 1922.

AUSTRALIA, NORTH-WEST COAST.

North-West Cape—Existence of Wreck.

No. 210 (*first publication*).—In Notice to Mariners No. 170 of 1922 under heading "Description", for "Standard Wreck" read "Stranded Wreck".

CHINA, EAST COAST—WENCHOW BAY.

North-east entrance to Sanp van Pass—Unofficial light in operation.

No. 211 (*first publication*).—The Coast Inspector, Shanghai, has given Notice (No. 751 of 1922) that an unofficial fixed *white* light is exhibited from a tower situated near the south-east end of Middle Island, north-east entrance to Sanpwan Pass.

The light tower, which is about 17 feet high, and the dwellings are painted *white*.

The light, which is exhibited from a glassed screened lantern surmounting the tower, is elevated about 280 feet above sea level, and is reported by mariners to be visible in clear weather for a distance of about 20 miles. *It is visible all round except where obscured by outlying islands.

This light is maintained by a private organisation for the benefit of junk traders, and cannot, therefore, be totally relied upon.

The 12th May 1922.

NEW ZEALAND, NORTH ISLAND.

Auckland Harbour—Prohibited Anchorage.

No. 194 (*second publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 191 of 1922), are republished :—

Position.—Resolution point, lat. $36^{\circ} 51'$ S., long. $174^{\circ} 48'$ E. (approx.).

Details.—A prohibited anchorage, within which telephone cables have been laid, has been established between the following limits :—

(a) A line joining Resolution point and the south-eastern corner of Victoria wharf, Dépôt point.

(b) A line drawn parallel to limit (a) and at a distance of 1·40 cables eastward from it.

Note.—This prohibited anchorage is to be inserted on the charts.

Remarks.—The direction of the cables will be indicated by the alignment of two light-beacons which it is intended to establish near Dépôt point, concerning which further Notice will be given when information has been received.

Charts affected.—No. 1970, Auckland harbour and approaches.
 „ 1896, Entrances to Auckland harbour.

Publication.—New Zealand Pilot, 1919, page 188.

Authority.—Wellington Notice No. 67 of 1921. (*H.* 187-22.)

CEYLON, EAST COAST.

Komuriya Ridge—Caution with regard to Currents in vicinity.

No. 195 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 203 of 1922), are republished :—

Position.—Komuriya ridge, lat. $7^{\circ} 00' N.$, long. $81^{\circ} 54' E.$ (*approx.*).

Caution.—Vessels navigating the east coast of Ceylon in the vicinity of Komuriya ridge should exercise great caution, as the currents are variable and frequently set towards the shore.

Note.—A note to the above effect is to be inserted on the charts.

Charts affected.—No. 813, Ceylon, south part—south of latitude $7^{\circ} 20' N.$

„ 828, Cape Comorin to Cocanada.

Publications.—Bay of Bengal Pilot, 1910, pages 78, 87 to 91, 152.
 Bay of Bengal Pilot, 1921 (*in press*).

Authority.—British India Steam Navigation Company. (*H.* 7873-21.)

RED SEA.

Suez Bay—Correction to Chart No. 233 with regard to Light on Light-Buoy.

No. 196 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 210 of 1922), are republished :—

Former Notice.—No. 113 of 1922. (*This Office No. 96 of 1922.*)

Position.—West Spit light-buoy, lat. $29^{\circ} 54' N.$, long. $32^{\circ} 32' E.$

Details.—The alteration in the light on the above light-buoy from fixed red to *flashing red*, notified in the former Notice, also affects the undermentioned chart which was not included in the list of charts affected.

Chart affected.—No. 233, The Suez canal (Compartment E).

Authority.—Hydrographic Department. (*H.* 515-22.)

NEW ZEALAND—NORTH ISLAND, MANUKAU HARBOUR ENTRANCE.

Mihanihani (South Head) Leading Lights—Alteration in Arcs of Visibility.

No. 197 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 531 of 1922), are republished :—

Former Notice.—No. 1883 of 1921. (*This office No. 481 of 1921.*)

(a) Rear light:

Position.—On the signal mast on South head.Lat. $37^{\circ} 03' S.$, long. $174^{\circ} 33' E.$ (*approx.*).*Alteration*.—This *occulting white* light is now visible from 002° through east to 112° , and not as stated in the former Notice.

(b) Front light:

Position.—At a distance of 1.67 cables, 250° , from rear light.*Alteration*.—This *occulting white* light is now visible from 017° through east to 114° , and not as stated in the former Notice.*Chart affected*.—No. 2726, Manukau harbour.*Publications*.—List of Lights. Part VI., 1922, Nos. 2963, 2964.

New Zealand Pilot, 1919, pages 67, 68, 70; Supplement No. 2, 1921.

Authority.—Wellington Notice No. 69 of 1921. (*H. 455/22.*)

NEW ZEALAND—NORTH ISLAND, AUCKLAND APPROACH.

*D'Urville Rocks—Beacon disappeared.**No. 198 (second publication)*.—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 532 of 1922), are republished:—*Position*.—Lat. $36^{\circ} 43' S.$, long. $175^{\circ} 04' E.$ (*approx.*).*Details*.—The beacon formerly marking D'Urville rocks has disappeared and is to be expunged from the charts.*Charts affected*.—No. 1896, Entrances to Auckland harbour.,, 2543, Maunganni bluff to Manukau harbour,
and Tutukaka harbour to Mayor island.*Publication*.—New Zealand Pilot, 1919, page 202.*Authority*.—H.M.N.Z.S. *Chatham*, Hyd. Note No. 1 of 1922. (*H. 1161-22.*)

ARABIAN SEA—MAKRAN COAST.

*Gwatar Bay—Existence of Shoals.**No. 199 (second publication)*.—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 541 of 1922), are republished:—*Position*.—Jiunri (Jumari) village, lat. $25^{\circ} 03' N.$, long. $61^{\circ} 44' E.$ (*approx.*).*Details*.—Shoal depths exist near the eastern shore of Gwatar bay in the following positions:—

Distance and bearing from charted position of centre of Jiunri village.			Depth.	
(a)	1.90 miles	261°	...	3 fathoms (5^m5).
(b)	1.90 miles	283°	...	$2\frac{1}{2}$ „ (4^m6).
(c)	2.30 miles	248°	...	$2\frac{3}{4}$ „ (5^m0).

Chart affected.—No. 38. Plan of Gwatar bay.*Publication*.—Persian Gulf Pilot, 1915, page 177.*Authority*.—H.M.S. *Cyclamen*, Remark Book, 1921. (*H. 1775-22.*)

JAVA, NORTH COAST.

Semarang Bay—Light established ; Light Buoy withdrawn.

*No. 200 (second publication).—*The following particulars, etc., relative to the above, issued by the British Admiralty (No. 547 of 1922), are republished :—

Position.—On the outer extremity of the western mole at Semarang, at a distance of about 2 cables northward of the fixed green light.

Lat. $6^{\circ} 56'$ S., long. $110^{\circ} 24'$ E. (*approx.*).

Abridged description.—Lt. Fl. ev. 3 sec., 30 ft., vis. 10 m.

Characteristics :

Character.—*Flashing white every three seconds, thus :*

Flash,	eclipse
1 sec.	2 sec.

Elevation.—30 feet (9^m1).

Visibility.—10 miles.

Structure.—White iron framework, 26 feet (7^m9) in height.

Remarks.—The light-buoy with occulting white light, formerly situated off the end of the western mole, has been withdrawn.

Charts affected.—No. 932, Plan of Semarang bay.

„ 1653, Island of Java—western portion.

Publications.—List of Lights, Part VI., 1922, No. 895*a*.

Eastern Archipelago Pilot, Part II, 1913, page 117 ;
Supplement No. 5, 1921.

Authority.—Hague Notice No. 313 of 1922. (*H. 1449-22.*)

MADAGASCAR, EAST COAST.

Cape Amber to Andrava Bay—Amendments to Charts.

*No. 201 (second publication).—*The following particulars, etc., relative to the above, issued by the British Admiralty (No. 548 of 1922), are republished :—

Position.—Cape Amber, lat. $11^{\circ} 58'$ S., long. $49^{\circ} 17'$ E. (*approx.*).

Details.—General amendments to charts Nos. 758, 2762, 2899 and 597 with regard to the coast of Madagascar and offlying shoals and depths, between Cape Amber and Andrava bay, are shown on the accompanying reproductions of portions of those charts.

Charts affected.—No. 758, Cape St. Andrew to Antongil bay.

„ 2762, Comoro islands.

„ 2899, Chagos archipelago to Madagascar.

„ 597, Delagoa bay to Cape Guardafui.

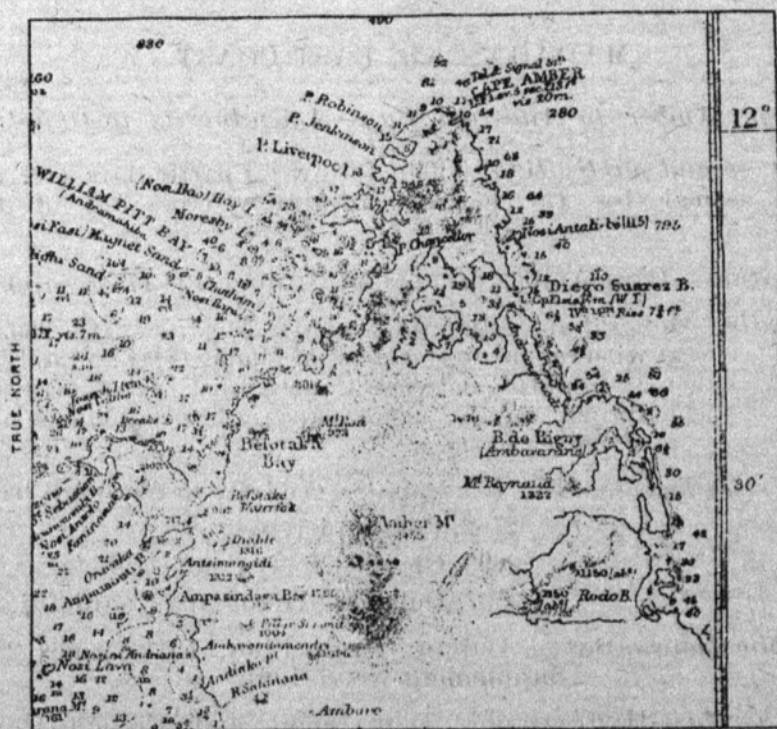
Publications.—South Indian Ocean Pilot, 1911, pages 236 to 254 ;
Supplement No. 6, 1921.

Authority.—Hydrographic Department and French Government Charts. (*H. 7665-21.*)

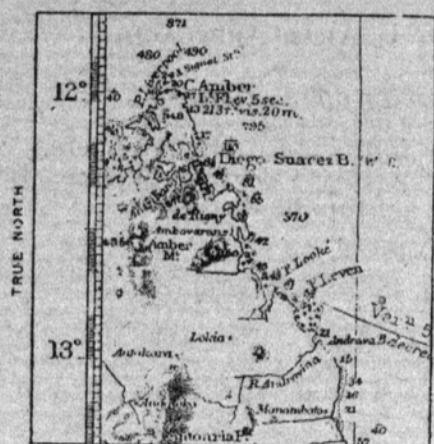


Reproduction of Portion of Chart N° 758.

0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150 160 170 180 190 200 210 220 230 240 250 260 270 280 290 300 310 320 330 340 350 360 370 380 390 400 410 420 430 440 450 460 470 480 490 500 510 520 530 540 550 560 570 580 590 600 610 620 630 640 650 660 670 680 690 700 710 720 730 740 750 760 770 780 790 800 810 820 830 840 850 860 870 880 890 900 910 920 930 940 950 960 970 980 990 1000



Reproduction of Portion of Chart N° 2762



Reproduction of Portion of Chart No. 2899.



Reproduction of Portion of Chart No. 597.

0 20 40 60 Sea Miles.

CHINA SEA—PARACEL ISLANDS.

Bombay Reef—Existence of Wreck.

No. 202 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 551 of 1922), are republished :—

Position.—On the northern side of Bombay reef.

Lat. $16^{\circ} 04' 30''$ N., long. $112^{\circ} 30' 00''$ E. (*approx.*).

Description.—Stranded wreck of the *New York Maru* reported to be visible at a distance of about 14 miles.

Remarks.—This vessel, in January, 1922, was in an upright position and showed no sign of breaking up.

Charts affected.—No. 94, Paracel islands.

„ 2661a, China sea, northern portion—western sheet.

Publication.—China Sea Pilot, Vol. 111, 1912, pages 107, 108.

Authority.—Lloyds' List. (*H. 1561-22.*)

INDIA, WEST—TRAVANCORE COAST.

Entrance to Quilon Roadstead—Buoys removed for S. W. Monsoon.

No. 203 (second publication).—The Principal Port Officer, Travancore Alleppey, has given notice, dated the 18th April 1922, that the buoys marking the entrance to the Quilon Roadstead will be removed on the 15th May 1922 for the ensuing monsoon, and will be replaced on or about the 15th September 1922.

INDIA, WEST—TRAVANCORE COAST, KOLACHEL.

Patna rock, red buoy—Removed for S. W. Monsoon.

No. 204 (second publication).—The Principal Port Officer, Travancore, Alleppey, has given notice, dated the 18th April 1922, that the Patna Rock, Red Buoy, will be removed on the 15th May 1922, for the ensuing monsoon, and will be replaced on or about the 15th September 1922.

PERSIAN GULF—SHATT-AL-ARAB APPROACH.

Pilot Vessel temporarily off station.

No. 205 (second publication).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 37M. of 1922), are republished :—

Position.—Shatt-al-Arab Light-Vessel.

Lat. $29^{\circ} 44\frac{1}{2}'$ N., long. $48^{\circ} 48\frac{1}{2}'$ E. (*approx.*).

Details.—The Steam Pilot Vessel “Alert” will be off her station for a few days from 15th May 1922, during which time Pilots can be obtained from the Shatt-al-Arab Light-vessel.

Note.—Vessels must use their own boats for transshipping the Pilots.

Authority.—The Port Officer, Busrah, dated 11th April 1922.

INDIA, WEST COAST.

Cochin Harbour Approach—Report of sunken lighters.

No. 206 (second publication).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 38M. of 1922), are republished :—

Details.—Two Cargo lighters loaded with rice are reported to have sunk in the following position and that they will probably break up shortly.

Position.—At a distance of about 3 miles, 281° from the Cochin Light house, in 7 fathoms.

Lat. $9^{\circ} 58\frac{1}{2}'$ N., long. $76^{\circ} 11'$ E. (*approx.*).

Note.—Meanwhile the above constitute a danger to vessels approaching the port.

Charts temporarily affected.—No. 749, West Coast of India, Sheet XI.
„ 827, Vengurla to Cape Comorin.

Authority.—Presidency Port Officer, Madras, Notice No. 36, dated 24th April 1922.

BAY OF BENGAL—BURMA, BASSEIN RIVER ENTRANCE.

Diamond Island—Baroni rock buoy.

No. 207 (second publication).—

Former Notice.—No. 461 of 1921.

Subject.—The unlighted spherical buoy marking the Baroni rock one mile north-east of Diamond Island has been replaced by an acetylene gas buoy painted black with white horizontal bands showing a flashing white light.

Charts affected.—No. 834, Bassein river and approaches.

„ 3772, Calventuras to Bassein river.

„ 823, Koronge island to White Point.

Publication.—Bay of Bengal Pilot, 1910, page 447; Supplement No. 5, 1920.

Authority.—Port Officer, Bassein, Burma, Notice, dated 6th May 1922.

The 5th May 1922.

INDIA, WEST COAST—DELTA OF THE INDUS.

Sisa (Chan) Mouth—Beacon re-erected.

No. 190 (third publication).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 34M. of 1922), are republished :—

Former Notice.—No. 124-M. of 1921. (*This Office No. 442 of 1921*) ; hereby cancelled.

Position.—Lat. $24^{\circ} 13' 28''$ N.
Long. $67^{\circ} 18' 15''$ E.

Details.—A beacon 46 feet in height has been erected in the above position.

Charts affected.—No. 41, Cape Monze to Kediwari Mouth.
„ 39, Coasts of Sind and Cutch.
„ 826, Karachi to Vengurla.

Publication.—West Coast of India Pilot, 1919, page 330.

Authority.—Commissioner in Sind, Government House, Karachi, dated 13th April 1922.

INDIA, WEST COAST—DELTA OF THE INDUS.

Hajamro Mouth—Beacon re-erected.

No. 191 (third publication).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 35M. of 1922), are republished :—

Former Notice.—No. 125-M. of 1921. (*This Office No. 443 of 1921*) hereby cancelled.

Position.—Lat. $24^{\circ} 08' 10''$ N.
Long. $67^{\circ} 20' 30''$ E.

Details.—A beacon 50 feet in height, has been erected in the above position.

Charts affected.—No. 41, Cape Monze to Kediwari Mouth.
„ 39, Coasts of Sind and Cutch.
„ 826, Karachi to Vengurla.

Publication.—West Coast of India Pilot, 1919, page 331.

Authority.—Commissioner in Sind, Government House, Karachi dated 13th April 1922.

INDIA, WEST COAST—BOMBAY HARBOUR APPROACH.

Bombay Floating light vessel—Replaced in position with the submarine bell in working order.

No. 192 (third publication).—

Former Notice.—No. 120 of 1922.

Subject.—The unattended Bombay Floating light vessel, which was temporarily removed in April 1922, has now been replaced in her former position.

The Submarine bell is now in working order.

Position.—Lat. $18^{\circ} 50'$ N.

Long. $72^{\circ} 44'$ E.

Charts affected.—No. 2621, Bombay harbour.

„ 737, Arnala island to Kundari island.

„ 2736, Gulf of Kutch to Viziadrag.

„ 826, Karachi to Vengurla.

Publications.—West Coast of India Pilot, 1919, page 220.
List of Lights, Part VI, 1921, No. 384.

Authority.—Director, R. I. Marine, Bombay, telegram dated 2nd May 1922.

INDIA, WEST COAST—BOMBAY HARBOUR.

Steam Pilot Vessel replaced on station.

No. 193 (third publication).—

Former Notice.—No. 55 of 1922.

Subject.—The Steam Pilot Vessel which was temporarily withdrawn and replaced by a Sailing Pilot Schooner has been replaced on her former station.

Charts affected.—No. 655, Port of Bombay.

„ 2621, Bombay harbour.

„ 737, Arnala island to Kundari island.

Publication.—West Coast of India Pilot, 1919, page 228.

Authority.—Director, R. I. Marine, Bombay, telegram dated 5th May 1922.

P. G. GLANVILLE, COMMANDER, R.I.M.,

Deputy Port Officer of Calcutta.



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WEDNESDAY, JUNE 7, 1922.

APPENDIX.

NOTICES TO MARINERS.

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P. G. GLANVILLE, COMMANDER, R.I.M.,
Deputy Port Officer of Calcutta.

H. E. SPRY,
*Secretary to the Government of Bengal,
Marine Department (offg.).*

CALCUTTA, the 25th May 1922.

RED SEA—SUEZ BAY.

Kal ah Kebireh, North and South Beacons—Alteration in Character of Lights.

No. 212 (*first publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 560 of 1922), are republished :—

(1) North beacon :

Position.—Lat. $29^{\circ} 55' N.$, long. $32^{\circ} 32' E.$ (*approx.*).

New abridged description.—2 Lts. Fl. R. W. (*vertl.*), *ev. 5 sec.*, 57 and 42 ft.

Alteration.—The character of the two lights has been altered from fixed red and fixed white to *flashing red* and *flashing white every five seconds*, thus :

Flash	eclipse
0.5 sec.	4.5 sec.

(2) South beacon :

Position.—Lat. $29^{\circ}54'$ N., long. $32^{\circ}32'$ E. (*approx.*).

New abridged description.—2 Lts. Fl. R. (*vertl.*), *ev.* 5 sec., 44 and 29 ft.

Alleration.—The character of the two lights has been altered from fixed red to *flashing red every five seconds*, thus :

Flash	eclipse
0.5 sec.	4.5 sec.

Charts affected.—No. 734, Suez bay.

„ 233, The Suez canal.

Publications.—List of Lights, Part V, 1922, Nos. 2165, 2166.

Authority.—Alexandria Notice No. 1 of 1922. (*H. 1632/22.*)

PERSIAN GULF ENTRANCE—OMAN COAST.

Rams—Shoal Water reported north-westward of.

No. 213 (first publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 562 of 1922), are republished.

Position.—At a distance of about $1\frac{1}{2}$ miles north-westward of Rams tower. Lat. $25^{\circ}54'07''$ N., long. $56^{\circ}00'40''$ E.

Depth.—3 fathoms (5^m5).

Note.—The 3-fathom contour line is to be amended on the charts to include the above position, from which it runs in an approximately straight line in a north-easterly and south-westerly direction.

Charts affected.—No. 753, Entrance to the Persian gulf.

„ 2837a, Persian gulf—eastern sheet.

Publication.—Persian Gulf Pilot, 1915, page 76.

Authority.—H.M.S. *Cyclamen*, Hyd. Note No. 1 of 1922. (*H. 190622.*)

PORTUGUESE EAST AFRICA.

Beira Approach Depths.

No. 214 (first publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 563 of 1922) are republished :—

Position.—Beira, lat. $19^{\circ}49'$ S., long. $34^{\circ}50'$ E. (*approx.*).

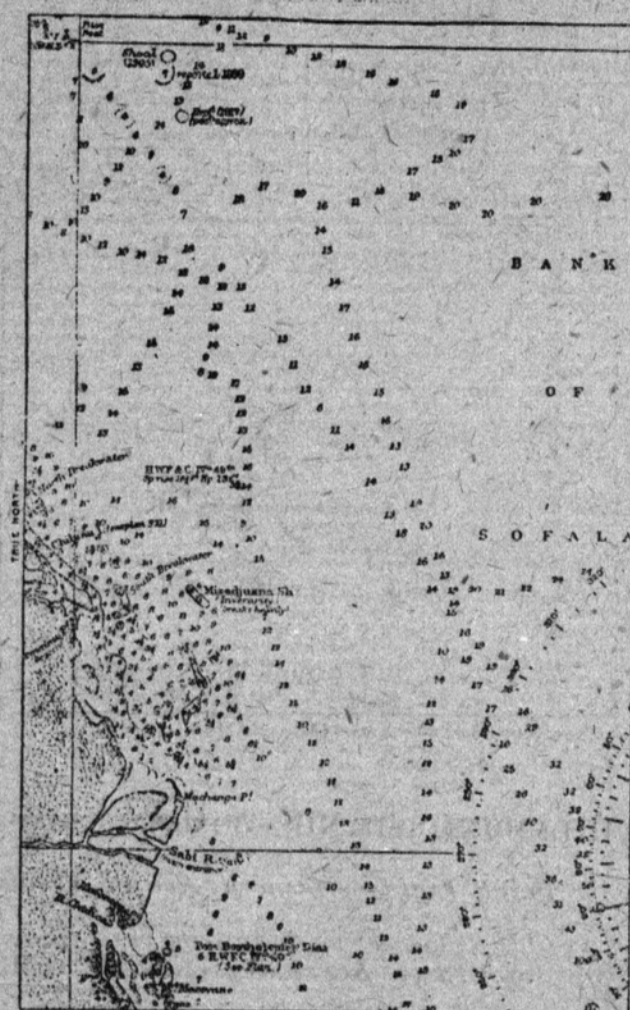
Details.—Additional depths in the southern approach to Beira are shown on the accompanying reproductions of portions of charts Nos. 648 and 597.

Charts affected.—No. 648, Delagoa bay to River Zambezi.

„ 597, Delagoa bay to Cape Guardani.

Publications.—Africa Pilot, Part III, 1915, pages 222, 223.

Authority.—H. M. S. *Lowestoft*, Remark Book, 1921. (H. 904/22.)



Reproduction of Portion of Chart No. 648.



Reproduction of Portion of Chart No. 597.

0 50 100 Sea Miles

MADAGASCAR, WEST COAST—MOZAMBIQUE CHANNEL.

Juan de Nova (St. Christopher Island)—Amendment to chart.

No. 215 (first publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 561 of 1922), are republished :—

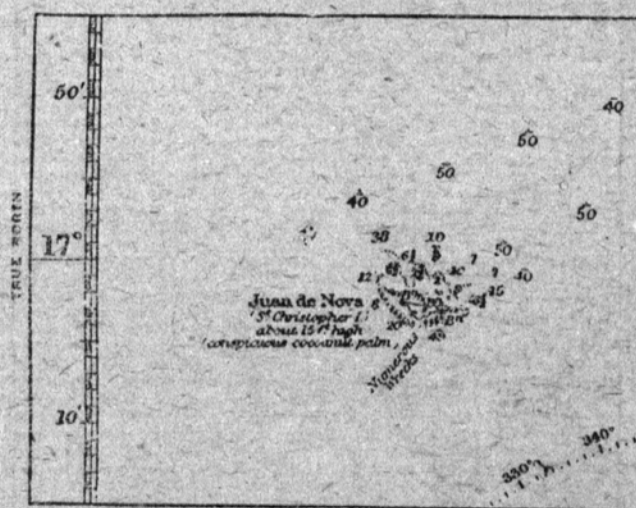
Position.—Lat. $17^{\circ} 03' S.$, long. $42^{\circ} 46' E.$ (*approx.*).

Details.—The accompanying reproduction of a portion of chart No. 759a shows the necessary corrections to that chart with regard to Juan de Nova and the positions of three beacons, together with the shore reef and depths in the vicinity.

Chart affected.—No. 759a, Cape St. Andrew to Bevato island.

Publications.—South Indian Ocean Pilot, 1911, pages 416, 417; Supplement No. 6, 1921.

Authority.—Paris Notice No. 219 of 1922. (*H. 1192/22.*)



Reproduction of Portion of Chart No. 759a

PHILIPPINE ISLANDS—MINDORO ISLAND.

Escarceo Point Light—Amended Arc of Visibility.

No. 216 (first publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 577 of 1922), are republished :—

Position.—Lat. $13^{\circ} 31' N.$, long. $120^{\circ} 59' E.$ (*approx.*).

Details.—This *flashing white* light is reported to be visible from 138° through south, to 012° , and not as shown on the chart and in the Admiralty List of Lights, which are to be amended accordingly.

Chart affected.—No. 949, Plan of Port Galera and Varadero bay.

Publication.—List of Lights, Part VI, 1922, No. 1253.

Authority.—U. S. Hyd. Office Notice No. 4714 of 1921. (*H. 7787/21.*)

BAY OF BENGAL—INDIA, COROMANDEL COAST.

Madras Harbour and Roadstead—Amendments to Chart.

No. 217 (first publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 581 of 1922), are republished :—

Position.—Harbour office, lat. $13^{\circ} 06' N.$, long. $80^{\circ} 18' E.$ (*approx.*).

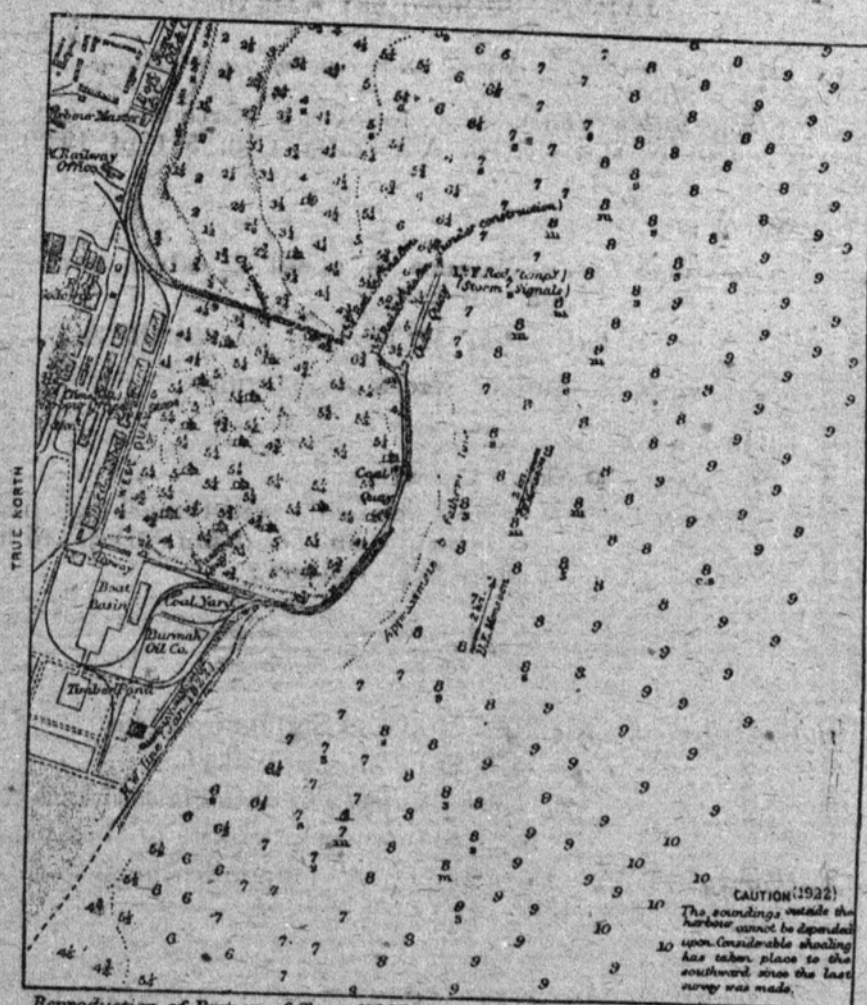
Details.—The accompanying reproduction of a portion of the plan of Madras roadstead on chart No. 575 shows various corrections to that plan with regard to depths and buoyage, &c.

Chart affected.—No. 575, Plan of Madras roadstead.

Publications.—Bay of Bengal Pilot, 1910, pages 217 to 219 ; Supplement No. 5, 1920.

Bay of Bengal Pilot, 1921 (*in press*).

Authority.—H.M.S. *Southampton*. (H. 1220/22.)



Reproduction of Portion of Chart No. 575

SOUTH PACIFIC OCEAN—FIJI ISLANDS, VITI LEVU.

Nasilai Reef Light—Obscured Sector to be discontinued.

No. 218 (first publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 582 of 1922), are republished:—

Date of alteration.—On the 1st June 1922.

Position.—Lat. $18^{\circ} 08' S.$, long. $178^{\circ} 42' E.$ (*approx.*).

Alteration.—The obscured sector of this group flashing white light will be abolished, and the light will then be visible all round the horizon.

Note.—No further notice will be given.

Charts affected.—No. 905, Suva harbour to Levuka.

„ 2691, Fiji islands.

„ 441, Fiji islands—Eastern group, southern portion.

„ 167, Kandavu island and passage.

Publications.—List of Lights, Part VI, 1922, No. 3146.

Authority.—Colonial Secretary, Suva, Fiji. (H. 1902/22.)

JAPAN—SHIMONOSEKI KAIKYO.

Hayatomo Seto—Wreck marked by Light-Buoy.

No. 219 (first publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 584 of 1922), are republished :—

(a) Wreck :

Position.—At a distance of about $2\frac{1}{2}$ cables north-eastward from Moji zaki.

Lat. $33^{\circ} 57' 52''$ N., long. $130^{\circ} 58' 01''$ E.

Description.—Sunken wreck of a steamer.

(b) Light-buoy :

Position.—Marking the wreck.

Description.—A green conical wreck-marking light-buoy, exhibiting an *occulting green light every eight seconds*, thus :

Light	eclipse,
4 sec.	4 sec.

Charts affected.—No. 3114, Moji and Shimonoseki ko.

„ 1578, Shimonoseki kaikyo.

„ 532, Approach to Shimonoseki kaikyo.

„ 3225, Shimonoseki kaikyo to Maruyama zaki.

Authority.—Tokyo, Department of Communications, Notice No. 244 of 1922. (H. 1846/22.)

EASTERN ARCHIPELAGO—BORNEO, EAST COAST.

Kelumpang Bay—Existence of Rock.

No. 220 (first publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 595 of 1922), are republished :—

Position.—At a distance of 7.65 cables 270° from the flagstaff on Tanjong Batu.

Lat. $3^{\circ} 01' S.$, long. $116^{\circ} 12' E.$ (*approx.*).

Description.—A rock with a depth of 6 feet (1^m8).

Note.—The symbol for a rock with a depth of less than 6 feet (1^m8) is to be inserted on the charts in the above position.

Charts affected.—No. 3031, Plan of Kelumpang bay.

„ 2637, South part of the Strait of Makassar.

Publication.—Eastern Archipelago Pilot, Part II, 1913, page 352.

Authority.—Hague Notice No. 579 of 1922. (H. 1967-22.)

CHINA—GULF OF PE CHILI.

Pei-Ho (Peking) River Approach—Wreck-marking Light-Buoy established.

No. 221 (*first publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 600 of 1922), are republished :—

Former Notice.—No. 2186 of 1921. (*This office No. 58 of 1922.*)

Position.—At a distance of about half a cable northward of the wreck (1921) situated about 9 cables, 276° , from the charted position of Taku light-vessel.

Lat. $38^{\circ} 57' N.$, long. $117^{\circ} 51' E.$ (*approx.*).

Description.—A green wreck-marking light-buoy exhibiting a *flash-
ing green light every three seconds*, thus :

Flash	eclipse
0.3 sec.	2.7 sec.

Chart affected.—No. 2653, Pei-ho or Peking river—sheet 1.

Authority.—Shanghai Notice No. 747 of 17th February 1922.
(*H. 2041-22.*)

SUMATRA, EAST COAST.

Tanjong Datu—Wrecks northward of.

No. 222 (*first publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 602 of 1922), are republished :—

Positions.—(i) At a distance of about one mile north-eastward from the extremity of Tanjong Datu.

Lat. $0^{\circ} 01' 00'' N.$, long. $103^{\circ} 49' 00'' E.$

(ii) At a distance of about 5 miles northward from (i).

Lat. $0^{\circ} 06' 00'' N.$, long. $103^{\circ} 49' 30'' E.$

Description.—In each case the sunken wreck of a vessel, partially visible above water.

Charts affected.—No. 1789, Channels between Sumatra, Linga, and Singkep.

„ 2757, Banka Strait to Singapore.

„ 2660a, China Sea, southern portion—western sheet.

Authority.—Hague Notice No. 502 of 1922. (*H. 1882-22.*)

GULF OF ADEN—GULF OF TAJURA.

Jibuti Bay and Approaches—Alterations in Buoyage and Beaconage.

No. 223 (*first publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 605 of 1922), are republished :—

Position.—Jibuti, lat. $11^{\circ} 35' N.$, long. $43^{\circ} 09' E.$ (*approx.*).

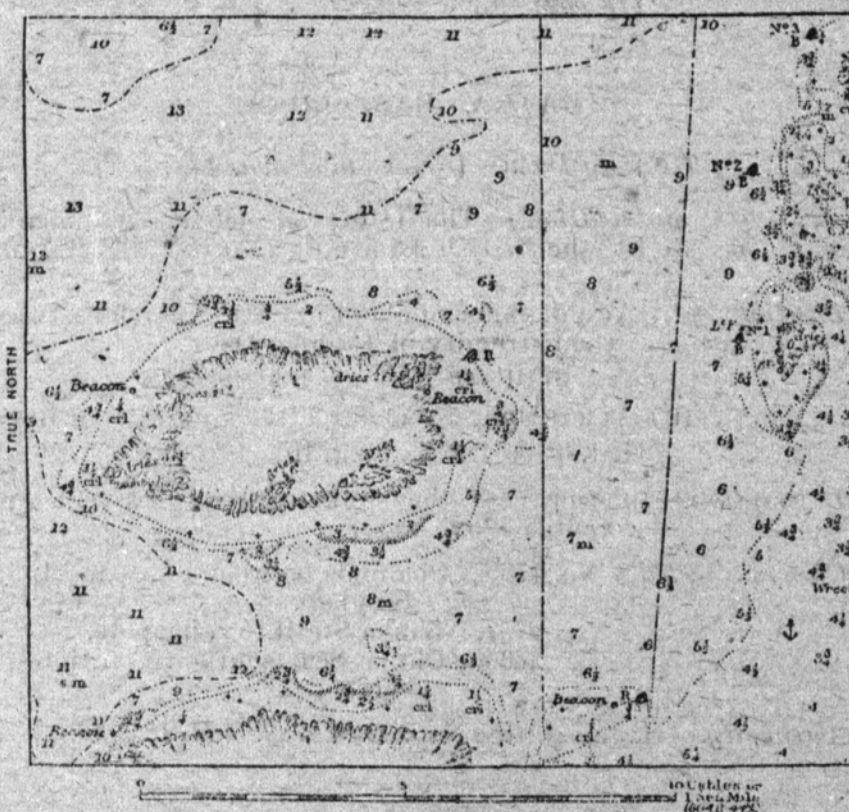
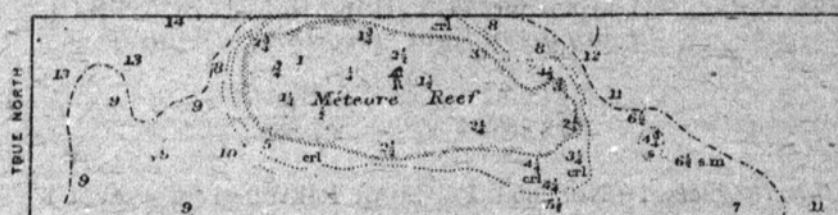
Details.—1. Extensive alterations in the buoyage and beaconage of Jibuti bay and approaches are shown on the accompanying reproduction of portions of chart No. 253. The buoy formerly marking Météore reef, which is omitted from the reproduction, has been withdrawn.

2. The buoys formerly marking Penguin and Etoile banks also the white can buoy formerly marking the shore bank northward of Plateau du Héron have been withdrawn and are to be expunged from the charts.
3. The black can buoy situated about 2½ miles westward of Mashah lighthouse has been replaced by a black bell buoy.

Charts affected.—No. 253, Jebel Jan to Shab Kulangarit, with plan.
 „ 8e, Red Sea, sheet V.

Publication.—Red Sea and Gulf of Aden Pilot, 1921, pages 522, 523, 524.

Authority.—French Hydrographer. (H. 7126-21.)



Reproduction of Portions of Chart No. 253.

0 1 2 3 4 5 Sea Miles

PERSIAN GULF, NORTHERN SHORE.

Khor Musa—Buoy and Beacons established.

No. 224 (*first publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 613 of 1922), are republished :—

(a) Buoy :

Position.—At the entrance to Khor Musa.

Lat. $29^{\circ} 53' 59''$ N., long. $49^{\circ} 04' 00''$ E. (*approx.*).

Description.—Not stated.

Note.—A conical buoy is to be inserted on the charts.

(b) Beacons :

(i) *Position*.—On Bu Seif.

Bu Seif, lat. $30^{\circ} 01'$ N., long. $48^{\circ} 57'$ E. (*approx.*).

Description.—Staff surmounted by a ball, 50 feet (15^m2) in height.

Note.—The exact position of this beacon is not stated and the word "*Beacon*" is to be inserted against the name "Bu Seif" on the charts.

(ii) *Position*.—On Daira island.

Daira island, lat. $30^{\circ} 05'$ N., long. $49^{\circ} 07'$ E. (*approx.*).

Description.—Staff surmounted by a cage.

Note.—The exact position of this beacon is not stated, it is to be inserted on the charts in approximately the centre of the island.

Chart affected.—No. 2837b, Persian Gulf, western sheet.

Publication.—Persian Gulf Pilot, 1915, page 276.

Authority.—Bombay Notice No. 139-CD of 1922. (*H. 2030-22.*)

PERSIAN GULF—SHATT-AL-ARAB.

Fao Light—Alteration in Character.

No. 225 (*first publication*).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 45M of 1922), are republished :—

Date of alteration.—On and from 1st June 1922.

Position.—Lat. $29^{\circ} 59'$ N., long. $48^{\circ} 29'$ E. (*approx.*).

New abridged description.—Lt. Fl. R., *ev.* 4 sec. 25 ft. Vis 6m.

Alteration.—The character of the light will be altered from fixed red to flashing red every 4 seconds, thus :—

Flash	eclipse
1 sec.	3 sec.

Charts affected.—No. 1253, Shatt-al-Arab, Outer Bar to Fao.

„ 1235, Mouth of the Euphrates.

„ 2837b, Persian Gulf, Western Sheet.

Publications.—List of Lights, Part VI, 1922. No. 307, Indian List of lights, 40th issue, 1921. No. 32, Persian Gulf Pilot, 1915, page 284.

Authority.—Port Officer, Basrah, dated 25th April 1922.

The 20th May 1922.

INDIA, WEST COAST.

Deogarh, Fort point—Light unreliable.

*No. 208 (second publication).—*The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 42M. of 1922), are republished:—

Position.—On the north-west bastion of the Fort. Lat. 16° 23' N., long. 73° 22' E. (approx.).

Details.—The correct period of the Deogarh occulting white light is 20 seconds, viz:—

Light	Eclipse
15 sec.	5 sec.

As the timing of this light is irregular the light is therefore considered "unreliable."

Charts affected.—No. 59, Deogarh harbour.
 „ 739, Boria Pagoda to Malvan.
 „ 2736, Gulf of Kutch to Viziadrug.
 „ 826, Karachi to Vengurla.
 „ 827, Vengurla to Cape Comorin.
 „ 748B, Indian Ocean, Northern portion.

Publications.—List of Lights, Part VI, 1922, No. 413,
 Indian List of Lights, 40th issue, 1921, No. 111.
 West Coast of India Pilot, 1919, page 193.

Authority.—Commissioner of Customs, Salt and Excise, Bombay, dated 3rd May 1922.

INDIA, WEST COAST—KARIL KACHAL CHANNEL.

Chaldea Rock Buoy—Removed for S. W. Monsoon.

*No. 209 (second publication).—*The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 44M. of 1922), are republished:—

Position.—Lat. 15° 56½' N., long. 73° 28½' E. (approx.).

Details.—Chaldea Rock Buoy was removed from its position for the South-West Monsoon on 19th April 1922.

Authority.—Commissioner of Customs, Salt and Excise, Bombay, dated 3rd May 1922.

AUSTRALIA, NORTH-WEST COAST.

North-West Cape—Existence of Wreck.

*No. 210 (second publication).—*In Notice to Mariners No. 170 of 1922 under heading "Description", for "Standard Wreck" read "Stranded Wreck".

CHINA, EAST COAST—WENCHOW BAY.

North-east entrance to Sanpwan Pass—Unofficial light in operation.

*No. 211 (second publication).—*The Coast Inspector, Shanghai, has given Notice (No. 751 of 1922) that an unofficial fixed white light is exhibited from a tower situated near the south-east end of Middle Island, north-east entrance to Sanpwan Pass.

The light tower, which is about 17 feet high, and the dwellings are painted white.

The light, which is exhibited from a glassed screened lantern surmounting the tower, is elevated about 280 feet above sea level, and is reported by mariners to be visible in clear weather for a distance of about 20 miles. It is visible all round except where obscured by outlying islands.

This light is maintained by a private organisation for the benefit of junk traders, and cannot, therefore, be totally relied upon.

The 12th May 1922.

NEW ZEALAND, NORTH ISLAND.

Auckland Harbour—Prohibited Anchorage.

No. 194 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 191 of 1922), are republished :—

Position.—Resolution point, lat. $36^{\circ} 51' S.$, long. $174^{\circ} 48' E.$ (*approx.*).

Details.—A prohibited anchorage, within which telephone cables have been laid, has been established between the following limits :—

(a) A line joining Resolution point and the south-eastern corner of Victoria wharf, Dépôt point.

(b) A line drawn parallel to limit (a) and at a distance of 1.40 cables eastward from it.

Note.—This prohibited anchorage is to be inserted on the charts.

Remarks.—The direction of the cables will be indicated by the alignment of two light-beacons which it is intended to establish near Dépôt point, concerning which further Notice will be given when information has been received.

Charts affected.—No. 1970, Auckland harbour and approaches.
„ 1896, Entrances to Auckland harbour.

Publication.—New Zealand Pilot, 1919, page 188.

Authority.—Wellington Notice No. 67 of 1921. (*H. 187-22.*)

CEYLON, EAST COAST.

Komuriya Ridge—Caution with regard to Currents in vicinity.

No. 195 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 203 of 1922), are republished :—

Position.—Komuriya ridge, lat. $7^{\circ} 00' N.$, long. $81^{\circ} 54' E.$ (*approx.*).

Caution.—Vessels navigating the east coast of Ceylon in the vicinity of Komuriya ridge should exercise great caution, as the currents are variable and frequently set towards the shore.

Note.—A note to the above effect is to be inserted on the charts.

Charts affected.—No. 813, Ceylon, south part—south of latitude $7^{\circ} 20' N.$

„ 828, Cape Comorin to Cocanada.

Publications.—Bay of Bengal Pilot, 1910, pages 78, 87 to 91, 152.
Bay of Bengal Pilot, 1921 (*in press*).

Authority.—British India Steam Navigation Company. (*H. 7873-21.*)

RED SEA.

Suez Bay—Correction to Chart No. 233 with regard to Light on Light-Buoy.

No. 196 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 210 of 1922), are republished :—

Former Notice.—No. 113 of 1922. (*This Office No. 96 of 1922.*)

Position.—West Spit light-buoy, lat. $29^{\circ} 54' N.$, long. $32^{\circ} 32' E.$

Details.—The alteration in the light on the above light-buoy from fixed red to *flashing red*, notified in the former Notice, also affects the undermentioned chart which was not included in the list of charts affected.

Chart affected.—No. 233, The Suez canal (Compartment E).

Authority.—Hydrographic Department. (*H. 515-22.*)

NEW ZEALAND—NORTH ISLAND, MANUKAU HARBOUR ENTRANCE.

*Mahanihani (South Head) Leading Lights—Alteration
in Arcs of Visibility.*

No. 197 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 531 of 1922), are republished:—

Former Notice.—No. 1883 of 1921. (*This office No. 481 of 1921.*)

(a) Rear light:

Position.—On the signal mast on South head.

Lat. $37^{\circ} 03' S.$, long. $174^{\circ} 33' E.$ (*approx.*).

Alteration.—This *occulting white* light is now visible from 002° through east to 112° , and not as stated in the former Notice.

(b) Front light:

Position.—At a distance of 1.67 cables, 250° , from rear light.

Alteration.—This *occulting white* light is now visible from 017° through east to 114° , and not as stated in the former Notice.

Chart affected.—No. 2726, Manukau harbour.

Publications.—List of Lights. Part VI., 1922, Nos. 2963, 2964.

New Zealand Pilot, 1919, pages 67, 68, 70; Supplement No. 2, 1921

Authority.—Wellington Notice No. 69 of 1921. (*H. 455/22.*)

NEW ZEALAND—NORTH ISLAND, AUCKLAND APPROACH.

D'Urville Rocks—Beacon disappeared.

No. 198 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 532 of 1922), are republished:—

Position.—Lat. $36^{\circ} 43' S.$, long. $175^{\circ} 04' E.$ (*approx.*).

Details.—The beacon formerly marking D'Urville rocks has disappeared and is to be expunged from the charts.

Charts affected.—No. 1896, Entrances to Auckland harbour.

„ 2543, Maunganui bluff to Manukau harbour, and Tutukaka harbour to Mayor island.

Publication.—New Zealand Pilot, 1919, page 202.

Authority.—H.M.N.Z.S. *Chatham*, Hyd. Note No. 1 of 1922. (*H. 1161-22.*)

ARABIAN SEA—MAKRAN COAST.

Gwatar Bay—Existence of Shoals.

No. 199 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 541 of 1922), are republished:—

Position.—Jiunri (Jumari) village, lat. $25^{\circ} 03' N.$, long. $61^{\circ} 44' E.$ (*approx.*).

Details.—Shoal depths exist near the eastern shore of Gwatar bay in the following positions:—

Distance and bearing from charted position of centre of Jiunri village.

Depth.

(a) 1.90 miles 261°	3 fathoms (5 ^m 5).
(b) 1.90 miles 283°	2½ „ (4 ^m 6).
(c) 2.30 miles 248°	2¾ „ (5 ^m 0).

Chart affected.—No. 38. Plan of Gwatar bay.

Publication.—Persian Gulf Pilot, 1915, page 177.

Authority.—H.M.S. *Cyclamen*, Remark Book, 1921. (*H. 1775-22.*)

JAVA, NORTH COAST.

Semarang Bay—Light established ; Light Buoy withdrawn.

*No. 200 (third publication).—*The following particulars, etc., relative to the above, issued by the British Admiralty (No. 547 of 1922), are republished :—

Position.—On the outer extremity of the western mole at Semarang, at a distance of about 2 cables northward of the fixed green light.

Lat. $6^{\circ} 56'$ S., long. $110^{\circ} 24'$ E. (*approx.*).

Abridged description.—Lt. Fl. ev. 3 sec., 30 ft., vis. 10 m.

Characteristics :

Character.—*Flashing white every three seconds, thus :*

Flash,	eclipse
1 sec.	2 sec.

Elevation.—30 feet (9^m1).

Visibility.—10 miles.

Structure.—White iron framework, 26 feet (7^m9) in height.

Remarks.—The light-buoy with occulting white light, formerly situated off the end of the western mole, has been withdrawn.

Charts affected.—No. 932, Plan of Semarang bay.

„ 1653, Island of Java—western portion.

Publications.—List of Lights, Part VI., 1922, No. 895a.

Eastern Archipelago Pilot, Part II, 1913, page 117 ;
Supplement No. 5, 1921.

Authority.—Hague Notice No. 313 of 1922. (*H. 1449-22.*)

MADAGASCAR, EAST COAST.

Cape Amber to Andrava Bay—Amendments to Charts.

*No. 201 (third publication).—*The following particulars, etc., relative to the above, issued by the British Admiralty (No. 548 of 1922), are republished :—

Position.—Cape Amber, lat. $11^{\circ} 58'$ S., long. $49^{\circ} 17'$ E. (*approx.*).

Details.—General amendments to charts Nos. 758, 2762, 2899 and 597 with regard to the coast of Madagascar and offlying shoals and depths, between Cape Amber and Andrava bay, are shown on the accompanying reproductions of portions of those charts.

Charts affected.—No. 758, Cape St. Andrew to Antongil bay.

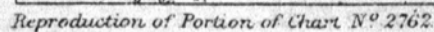
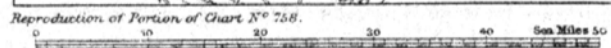
„ 2762, Comoro islands.

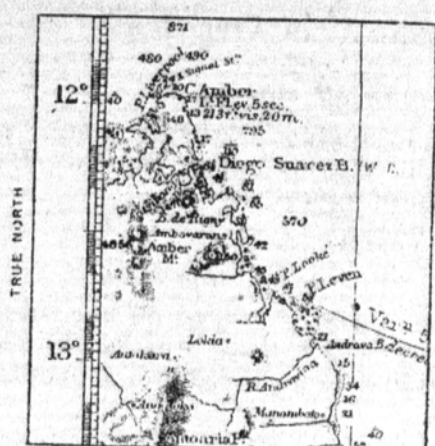
„ 2899, Chagos archipelago to Madagascar.

„ 597, Delagoa bay to Cape Guardafui.

Publications.—South Indian Ocean Pilot, 1911, pages 236 to 254 ;
Supplement No. 6, 1921.

Authority.—Hydrographic Department and French Government Charts. (*H. 7665-21.*)





Reproduction of Portion of Chart No 2899.



Reproduction of Portion of Chart No 597.

0 20 40 60 Sea Miles

CHINA SEA—PARACEL ISLANDS.

Bombay Reef—Existence of Wreck.

No. 202 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 551 of 1922), are republished:—

Position.—On the northern side of Bombay reef.

Lat. $16^{\circ} 04' 30''$ N., long. $112^{\circ} 30' 00''$ E. (approx.).

Description.—Stranded wreck of the *New York Maru* reported to be visible at a distance of about 14 miles.

Remarks.—This vessel, in January, 1922, was in an upright position and showed no sign of breaking up.

Charts affected.—No. 94, Paracel islands.

„ 2661a, China sea, northern portion—western sheet.

Publication.—China Sea Pilot, Vol. III, 1912, pages 107, 108.

Authority.—Lloyds' List. (H. 1561-22.)

INDIA, WEST—TRAVANCORE COAST.

Entrance to Quilon Roadstead—Buoys removed for S. W. Monsoon.

No. 203 (third publication).—The Principal Port Officer, Travancore Alleppey, has given notice, dated the 18th April 1922, that the buoys marking the entrance to the Quilon Roadstead will be removed on the 15th May 1922 for the ensuing monsoon, and will be replaced on or about the 15th September 1922.

INDIA, WEST—TRAVANCORE COAST, KOLACHEL.

Patna rock, red buoy—Removed for S. W. Monsoon.

No. 204 (third publication).—The Principal Port Officer, Travancore, Alleppey, has given notice, dated the 18th April 1922, that the Patna Rock, Red Buoy, will be removed on the 15th May 1922, for the ensuing monsoon, and will be replaced on or about the 15th September 1922.

PERSIAN GULF—SHATT-AL-ARAB APPROACH.

Pilot Vessel temporarily off station.

No. 205 (third publication).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 37M. of 1922), are republished:—

Position.—Shatt-al-Arab Light-Vessel.

Lat. $29^{\circ} 44\frac{1}{2}'$ N., long. $48^{\circ} 48\frac{3}{4}'$ E. (*approx.*).

Details.—The Steam Pilot Vessel "Alert" will be off her station for a few days from 15th May 1922, during which time Pilots can be obtained from the Shatt-al-Arab Light-vessel.

Note.—Vessels must use their own boats for transshipping the Pilots.

Authority.—The Port Officer, Busrah, dated 11th April 1922.

INDIA, WEST COAST.

Cochin Harbour Approach—Report of sunken lighters.

No. 206 (third publication).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 38M. of 1922), are republished:—

Details.—Two Cargo lighters loaded with rice are reported to have sunk in the following position and that they will probably break up shortly.

Position.—At a distance of about 3 miles, 281° from the Cochin Light house, in 7 fathoms.

Lat. $9^{\circ} 58\frac{1}{2}'$ N., long. $76^{\circ} 11'$ E. (*approx.*).

Note.—Meanwhile the above constitute a danger to vessels approaching the port.

Charts temporarily affected.—No. 749, West Coast of India, Sheet XI.

„ 827, Vengurla to Cape Comorin.

Authority.—Presidency Port Officer, Madras, Notice No. 36, dated 24th April 1922.

BAY OF BENGAL—BURMA, BASSEIN RIVER ENTRANCE.

Diamond Island—Baroni rock buoy.

No. 207 (third publication).—

Former Notice.—No. 461 of 1921.

Subject.—The unlighted spherical buoy marking the Baroni rock one mile north-east of Diamond Island has been replaced by an acetylene gas buoy painted black with white horizontal bands showing a flashing white light.

Charts affected.—No. 834, Bassein river and approaches.

„ 3772, Calventuras to Bassein river.

„ 823, Koronge island to White Point.

Publication.—Bay of Bengal Pilot, 1910, page 447; Supplement No. 5, 1920.

Authority.—Port Officer, Bassein, Burma, Notice, dated 6th May 1922.

P. G. GLANVILLE, COMMANDER, R.I.M.,

Deputy Port Officer of Calcutta.



The Calcutta Gazette

WEDNESDAY, JUNE 14, 1922.

APPENDIX.

NOTICES TO MARINERS.

The following Notices are republished for general information.

P. G. GLANVILLE, COMMANDER, R.I.M.,
Deputy Port Officer of Calcutta.

H. E. SPRY,
*Secretary to the Government of Bengal,
Marine Department (offg.).*

CALCUTTA, the 2nd June 1922.

PERSIAN GULF—KUWAIT HARBOUR.

Rasal Arz—Light replaced in position.

No. 226 (first publication).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 47M. of 1922), are republished :—

Former notice.—No. 33M. of 1922 (*this Office No. 184 of 1922*), hereby cancelled.

Position.—Lat. 29° 21' N., long. 48° 06' E. (approx.).

Details.—The above light has been reinstalled in its original position.

Charts which were temporarily affected.—No. 22, Kuwait Harbour.
„ 2837b, Persian Gulf,
Western Sheet.

Publications.—List of Lights, Part VI, 1922, No. 303.

Indian List of Lights, 40th issue, 1921, No. 24.

Persian Gulf Pilot, 1915, page 148 ; Supplement No. 6, 1921.

Authority.—Resident, Bushire, Telegram, dated the 17th May 1922.

BAY OF BENGAL—BURMA COAST.

Rangoon river approach—Pilot brig “Kyauktan” to be relieved by a steam-vessel.

No. 227 (first publication).—

Subject.—On or about the middle of June 1922 the pilot brig “Kyauktan” will be relieved on the pilot station by a steam-vessel painted white with the word “Pilot” in black letters on each side of the vessel.

The steam pilot vessel will have two masts and one funnel painted yellow with black top and has a clipper bow with a short bowsprit. She will exhibit the lights and signals as required by Article 8 of the Regulations for preventing collisions at sea.

Charts affected.—No. 833, Rangoon river and approaches.

„ 823, Koronge island to White point.

„ 830, Bassein river to Puló Penang.

Publication.—Bay of Bengal Pilot, 1910, page 458; Supplement No. 5, 1920.

Authority.—Deputy Conservator of the Port of Rangoon, Notice dated the 29th May 1922.

The 25th May 1922.

RED SEA—SUEZ BAY.

Kal ah Kebireh, North and South Beacons—Alteration in Character of Lights.

No. 212 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 560 of 1922), are republished:—

(1) North beacon:

Position.—Lat. 29° 55' N., long. 32° 32' E. (*approx.*).

New abridged description.—2 Lts. Fl. R. W. (*vertl.*), ev. 5 sec., 57 and 42 ft.

Alteration.—The character of the two lights has been altered from fixed red and fixed white to *flashing red* and *flashing white every five seconds*, thus:

Flash	eclipse
0.5 sec.	4.5 sec.

(2) South beacon :

Position.—Lat. $29^{\circ}54'$ N., long. $32^{\circ}32'$ E. (*approx.*).

New abridged description.—2 Lts. Fl. R. (*vertl.*), *ev.* 5 sec., 44 and 29 ft.

Alteration.—The character of the two lights has been altered from fixed red to *flashing red every five seconds*, thus :

Flash °	eclipse
0.5 sec.	4.5 sec.

Charts affected.—No. 734, Suez bay.

„ 233, The Suez canal.

Publications.—List of Lights, Part V, 1922, Nos. 2165, 2166.

Authority.—Alexandria Notice No. 1 of 1922. (*H. 1632/22.*)

PERSIAN GULF ENTRANCE—OMAN COAST.

Rams—Shoal Water reported north-westward of.

No. 213 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 562 of 1922), are republished.

Position.—At a distance of about $1\frac{1}{2}$ miles north-westward of Rams tower. Lat. $25^{\circ}54'07''$ N., long. $56^{\circ}00'40''$ E.

Depth.—3 fathoms (5^m5).

Note.—The 3-fathom contour line is to be amended on the charts to include the above position, from which it runs in an approximately straight line in a north-easterly and south-westerly direction.

Charts affected.—No. 753, Entrance to the Persian gulf.

„ 2837a, Persian gulf—eastern sheet.

Publication.—Persian Gulf Pilot, 1915, page 76.

Authority.—H.M.S. *Cyclamen*, Hyd. Note No. 1 of 1922. (*H. 190622.*)

PROTUGUESE EAST AFRICA.

Beira Approach Depths.

No. 214 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 563 of 1922) are republished :—

Position.—Beira, lat. $19^{\circ}49'$ S., long. $34^{\circ}50'$ E. (*approx.*).

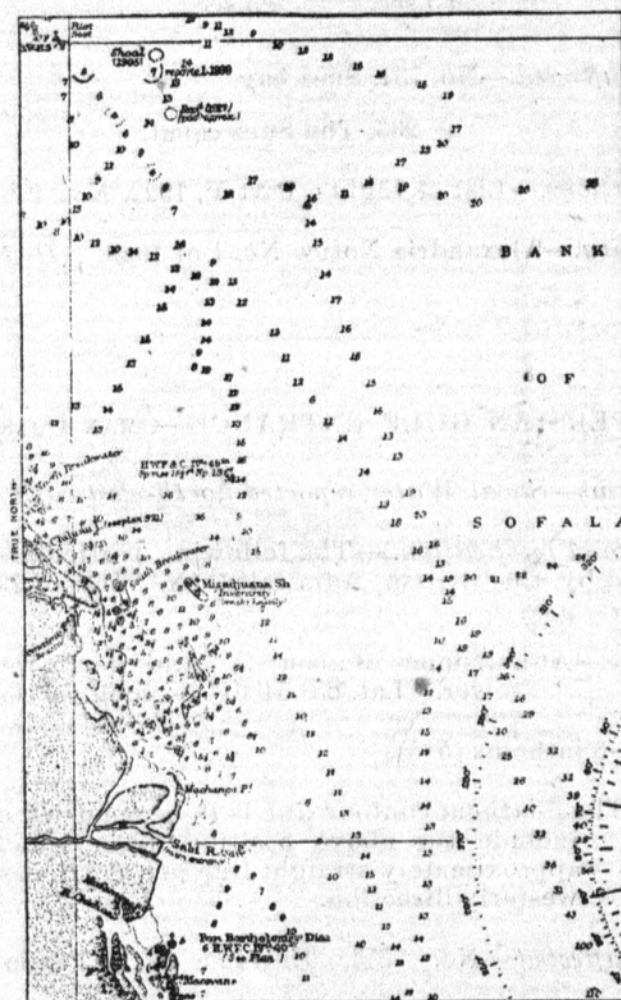
Details.—Additional depths in the southern approach to Beira are shown on the accompanying reproductions of portions of charts Nos. 648 and 597.

Charts affected.—No. 648, Delagoa bay to River Zambezi.

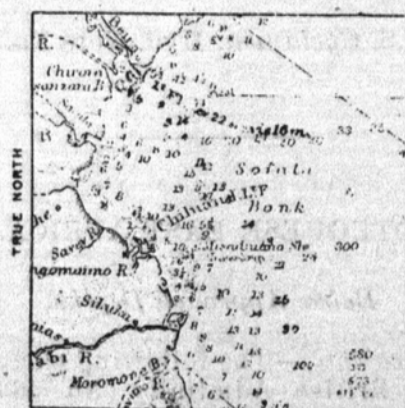
„ 597, Delagoa bay to Cape Guardafui.

Publications.—Africa Pilot, Part III, 1915, pages 222, 223.

Authority.—H. M. S. *Lowestoft*, Remark Book, 1921. (H. 904/22.)



Reproduction of Portion of Chart No. 648.



Reproduction of Portion of Chart No. 597.

MADAGASCAR, WEST COAST—MOZAMBIQUE CHANNEL.

Juan de Nova (St. Christopher Island)—Amendment to chart.

No. 215 (*second publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 564 of 1922), are republished :—

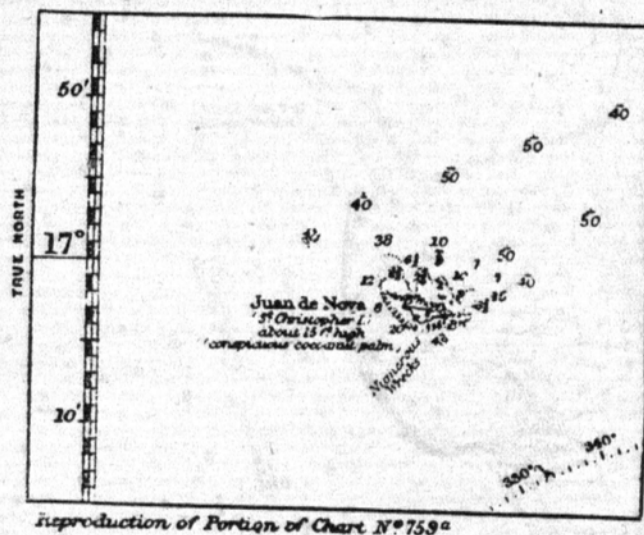
Position.—Lat. $17^{\circ} 03' S.$, long. $42^{\circ} 46' E.$ (*approx.*).

Details.—The accompanying reproduction of a portion of chart No. 759a shows the necessary corrections to that chart with regard to Juan de Nova and the positions of three beacons, together with the shore reef and depths in the vicinity.

Chart affected.—No. 759a, Cape St. Andrew to Bevato island.

Publications.—South Indian Ocean Pilot, 1911, pages 416, 417; Supplement No. 6, 1921.

Authority.—Paris Notice No. 219 of 1922. (*H. 1192/22.*)



Reproduction of Portion of Chart No. 759a

PHILIPPINE ISLANDS—MINDORO ISLAND.

Escarceo Point Light—Amended Arc of Visibility.

No. 216 (*second publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 577 of 1922), are republished :—

Position.—Lat. $13^{\circ} 31' N.$, long. $120^{\circ} 59' E.$ (*approx.*).

Details.—This *flashing white light* is reported to be visible from 138° through south, to 012° , and not as shown on the chart and in the Admiralty List of Lights, which are to be amended accordingly.

Chart affected.—No. 949, Plan of Port Galera and Varadero bay.

Publication.—List of Lights, Part VI, 1922, No. 1253.

Authority.—U. S. Hyd. Office Notice No. 4714 of 1921. (*H. 7787/21.*)

BAY OF BENGAL—INDIA, COROMANDEL COAST.

Madras Harbour and Roadstead—Amendments to Chart.

No. 217 (*second publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 581 of 1922), are republished :—

Position.—Harbour office, lat. $13^{\circ} 06' N.$, long. $80^{\circ} 18' E.$ (*approx.*).

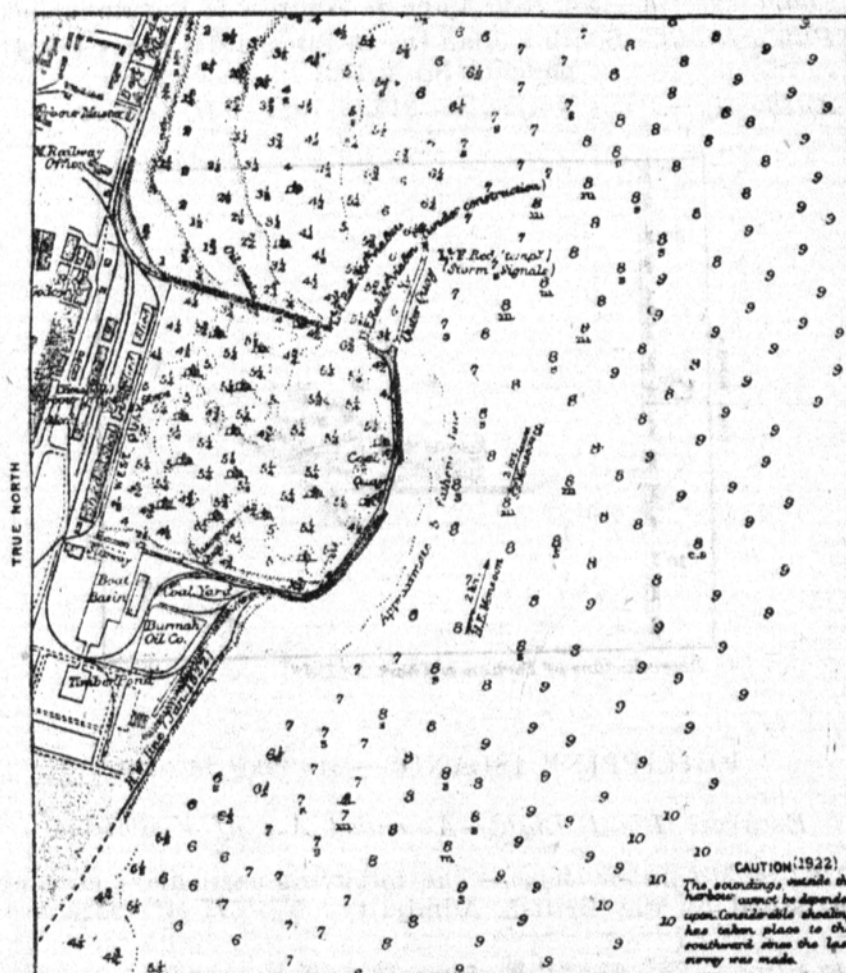
Details.—The accompanying reproduction of a portion of the plan of Madras roadstead on chart No. 575 shows various corrections to that plan with regard to depths and buoyage, &c.

Chart affected.—No. 575, Plan of Madras roadstead.

Publications.—Bay of Bengal Pilot, 1910, pages 217. to 219 ; Supplement No. 5, 1920.

Bay of Bengal Pilot, 1921 (*in press*).

Authority.—H.M.S. *Southampton*. (H. 1220/22.)



Reproduction of Portion of Chart No. 575

0 5 10 15 20 Cable Lengths
1 1/2 Miles

SOUTH PACIFIC OCEAN—FIJI ISLANDS, VITI LEVU.

Nasilai Reef Light—Obscured Sector to be discontinued.

No. 218 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 582 of 1922), are republished:—

Date of alteration.—On the 1st June 1922.

Position.—Lat. $18^{\circ} 08' S.$, long. $178^{\circ} 42' E.$ (*approx.*).

Alteration.—The obscured sector of this group flashing white light will be abolished, and the light will then be visible all round the horizon.

Note.—No further notice will be given.

Charts affected.—No. 905, Suva harbour to Levuka.

„ 2691, Fiji islands.

„ 441, Fiji islands—Eastern group, southern portion.

„ 167, Kandavu island and passage.

Publications.—List of Lights, Part VI, 1922, No. 3146.

Authority.—Colonial Secretary, Suva, Fiji. (H. 1902/22.)

JAPAN—SHIMONOSEKI KAIKYO.

Hayatomo Seto—Wreck marked by Light-Buoy.

No. 219 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 584 of 1922), are republished:—

(a) Wreck:

Position.—At a distance of about $2\frac{1}{2}$ cables north-eastward from Moji zaki.

Lat. $33^{\circ} 57' 52''$ N., long. $130^{\circ} 58' 01''$ E.

Description.—Sunken wreck of a steamer.

(b) Light-buoy:

Position.—Marking the wreck.

Description.—A green conical wreck-marking light-buoy, exhibiting an *occulting green light every eight seconds*, thus:

Light	eclipse,
4 sec.	4 sec.

Charts affected.—No. 3114, Moji and Shimonoseki ko.

„ 1578, Shimonoseki kaikyo.

„ 532, Approach to Shimonoseki kaikyo.

„ 3225, Shimonoseki kaikyo to Maruyama zaki.

Authority.—Tokyo, Department of Communications, Notice No. 244 of 1922. (H. 1846/22.)

EASTERN ARCHIPELAGO—BORNEO, EAST COAST.

Kelumpang Bay—Existence of Rock.

No. 220 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 595 of 1922), are republished:—

Position.—At a distance of 7.65 cables 270° from the flagstaff on Tanjong Batu.

Lat. $3^{\circ} 01' S.$, long. $116^{\circ} 12' E.$ (approx.).

Description.—A rock with a depth of 6 feet (1^m8),

Note.—The symbol for a rock with a depth of less than 6 feet (1^m8) is to be inserted on the charts in the above position.

Charts affected.—No. 3031, Plan of Kelumpang bay.

„ 2637, South part of the Strait of Makassar.

Publication.—Eastern Archipelago Pilot, Part II, 1913, page 352.

Authority.—Hague Notice No. 579 of 1922. (H. 1967-22.)

CHINA—GULF OF PE CHILI.

Pei-Ho (Peking) River Approach—Wreck-marking Light-Buoy established.

No. 221 (*second publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 600 of 1922), are republished :—

Former Notice.—No. 2186 of 1921. (*This office No. 58 of 1922.*)

Position.—At a distance of about half a cable northward of the wreck (1921) situated about 9 cables, 276° , from the charted position of Taku light-vessel.

Lat. $38^{\circ} 57' N.$, long. $117^{\circ} 51' E.$ (*approx.*).

Description.—A green wreck-marking light-buoy exhibiting a *flashing green light every three seconds*, thus :

Flash	eclipse
0.3 sec.	2.7 sec.

Chart affected.—No. 2653, Pei-ho or Peking river—sheet 1.

Authority.—Shanghai Notice No. 747 of 17th February 1922. (*H. 2041-22.*)

SUMATRA, EAST COAST.

Tanjong Datu—Wrecks northward of.

No. 222 (*second publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 602 of 1922), are republished :—

Positions.—(i) At a distance of about one mile north-eastward from the extremity of Tanjong Datu.

Lat. $0^{\circ} 01' 00'' N.$, long. $103^{\circ} 49' 00'' E.$

(ii) At a distance of about 5 miles northward from (i).

Lat. $0^{\circ} 06' 00'' N.$, long. $103^{\circ} 49' 30'' E.$

Description.—In each case the sunken wreck of a vessel, partially visible above water.

Charts affected.—No. 1789, Channels between Sumatra, Linga, and Singkep.

„ 2757, Banka Strait to Singapore.

„ 2660a, China Sea, southern portion—western sheet.

Authority.—Hague Notice No. 502 of 1922. (*H. 1882-22.*)

GULF OF ADEN—GULF OF TAJURA.

Jibuti Bay and Approaches—Alterations in Buoyage and Beaconage.

No. 223 (*second publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 605 of 1922), are republished :—

Position.—Jibuti, lat. $11^{\circ} 35' N.$, long. $43^{\circ} 09' E.$ (*approx.*).

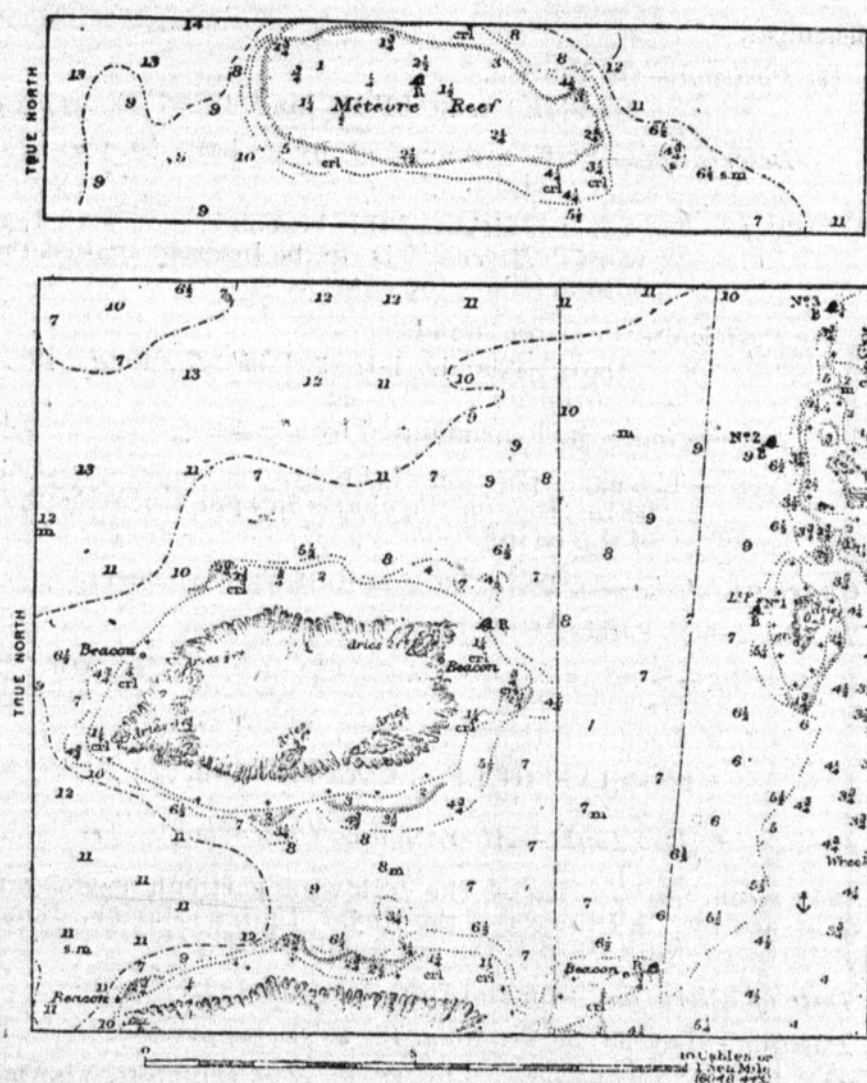
Details.—1. Extensive alterations in the buoyage and beaconage of Jibuti bay and approaches are shown on the accompanying reproduction of portions of chart No. 253. The buoy formerly marking Météore reef, which is omitted from the reproduction, has been withdrawn.

2. The buoys formerly marking Penguin and Etoile banks also the white can buoy formerly marking the shore bank northward of Plateau du Héron have been withdrawn and are to be expunged from the charts.
3. The black can buoy situated about 2½ miles westward of Mashah lighthouse has been replaced by a black bell buoy.

Charts affected.—No. 253, Jebel Jan to Shab Kulangarit, with plan. „ 8e, Red Sea, sheet V.

Publication.—Red Sea and Gulf of Aden Pilot, 1921, pages 522, 523, 524.

Authority.—French Hydrographer. (H. 7126-21.)



Reproduction of Portions of Chart N° 253.

PERSIAN GULF, NORTHERN SHORE.

Khor Musa—Buoy and Beacons established.

* No. 224 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 613 of 1922), are republished :—

(a) Buoy :

Position.—At the entrance to Khor Musa.

Lat. $29^{\circ} 53' 50''$ N., long. $49^{\circ} 04' 00''$ E. (*approx.*).

Description.—Not stated.

Note.—A conical buoy is to be inserted on the charts.

(b) Beacons :

(i) *Position.*—On Bu Seif.

Bu Seif, lat. $30^{\circ} 01' 00''$ N., long. $48^{\circ} 57'$ E. (*approx.*).

Description.—Staff surmounted by a ball, 50 feet (15^m2) in height.

Note.—The exact position of this beacon is not stated and the word “Beacon” is to be inserted against the name “Bu Seif” on the charts.

(ii) *Position.*—On Daira island.

Daira island, lat. $30^{\circ} 05'$ N., long. $49^{\circ} 07'$ E. (*approx.*).

Description.—Staff surmounted by a cage.

Note.—The exact position of this beacon is not stated, it is to be inserted on the charts in approximately the centre of the island.

Chart affected.—No. 2837b, Persian Gulf, western sheet.

Publication.—Persian Gulf Pilot, 1915, page 276.

Authority.—Bombay Notice No. 139-CD of 1922. (H. 2030-22.)

PERSIAN GULF—SHATT-AL-ARAB.

Fao Light—Alteration in Character.

No. 225 (second publication).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 45M of 1922), are republished :—

Date of alteration.—On and from 1st June 1922.

Position.—Lat. $29^{\circ} 59'$ N., long. $48^{\circ} 29'$ E. (*approx.*).

New abridged description.—Lt. Fl. R., ev. 4 sec. 25 ft. Vis 6m.

Alteration.—The character of the light will be altered from fixed red to flashing red every 4 seconds, thus :—

Flash	eclipse
1 sec.	3 sec.

Charts affected.—No. 1253, Shatt-al-Arab, Outer Bar to Fao.

„ 1235, Mouth of the Euphrates.

„ 2837b, Persian Gulf, Western Sheet.

Publications.—List of Lights, Part VI, 1922. No. 307, Indian List of lights, 40th issue, 1921. No. 32, Persian Gulf Pilot, 1915, page 284.

Authority.—Port Officer, Basrah, dated 25th April 1922.

The 20th May 1922.

INDIA, WEST COAST.

Deogarh, Fort point—Light unreliable.

No. 208 (third publication).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 42M. of 1922), are republished :—

Position.—On the north-west bastion of the Fort. Lat. 16° 23' N., long. 73° 22' E. (approx.).

Details.—The correct period of the Deogarh occulting white light is 20 seconds, viz :—

Light	Eclipse
15 sec.	5 sec.

As the timing of this light is irregular the light is therefore considered "unreliable."

Charts affected.—No. 59, Deogarh harbour.
 „ 739, Boria Pagoda to Malvan.
 „ 2736, Gulf of Kutch to Viziadrug.
 „ 826, Karachi to Vengurla.
 „ 827, Vengurla to Cape Comorin.
 „ 748B, Indian Ocean, Northern portion.

Publications.—List of Lights, Part VI, 1922, No. 413.
 „ Indian List of Lights, 40th issue, 1921, No. 111.
 West Coast of India Pilot, 1919, page 193.

Authority.—Commissioner of Customs, Salt and Excise, Bombay, dated 3rd May 1922.

INDIA, WEST COAST—KARIL KACHAL CHANNEL.

Chaldea Rock Buoy—Removed for S. W. Monsoon.

No. 209 (third publication).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 44M. of 1922), are republished :—

Position.—Lat. 15° 56½' N., long. 73° 28½' E. (approx.).

Details.—Chaldea Rock Buoy was removed from its position for the South-West Monsoon on 19th April 1922.

Authority.—Commissioner of Customs, Salt and Excise, Bombay, dated 3rd May 1922.

AUSTRALIA, NORTH-WEST COAST.

North-West Cape—Existence of Wreck.

No. 210 (third publication).—In Notice to Mariners No. 170 of 1922 under heading "Description", for "Standard Wreck" read "Stranded Wreck".

CHINA, EAST COAST—WENCHOW BAY.

North-east entrance to Sanpwan Pass—Unofficial light in operation.

No. 211 (third publication).—The Coast Inspector, Shanghai, has given Notice (No. 751 of 1922) that an unofficial fixed *white* light is exhibited from a tower situated near the south-east end of Middle Island, north-east entrance to Sanpwan Pass.

The light tower, which is about 17 feet high, and the dwellings are painted *white*.

The light, which is exhibited from a glassed screened lantern surmounting the tower, is elevated about 280 feet above sea level, and is reported by mariners to be visible in clear weather for a distance of about 20 miles. It is visible all round except where obscured by outlying islands.

This light is maintained by a private organisation for the benefit of junk traders, and cannot, therefore, be totally relied upon.

P. G. GLANVILLE, COMMANDER, R.I.M.,

Deputy Port Officer of Calcutta.



The Calcutta Gazette

WEDNESDAY, JUNE 21, 1922.

APPENDIX.

NOTICES TO MARINERS.

The following Notices are republished for general information.

P. G. GLANVILLE, COMMANDER, R.I.M.,
Deputy Port Officer of Calcutta.

H. E. SPRY,
*Secretary to the Government of Bengal,
Marine Department (offg.).*

CALCUTTA, the 9th June 1922.

BORNEO, SOUTH COAST.

Barito River Entrance—Alteration in Position of Light-Vessel; Wreck marked by Beacon.

No. 228 (first publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 622 of 1922), are republished:—

(a) Alteration in position of light-vessel:

New position.—At a distance of about three quarters of a mile westward of charted position.

Lat. $3^{\circ} 38' 54''$ S., long. $114^{\circ} 29' 28''$ E.

Description.—Barito light-vessel, exhibiting an *occulting white* light, as described in the Admiralty List of Lights.

Note.—The position of this light-vessel is correctly shown on some copies of the chart.

(b) Wreck marked by beacon:

Position.—In the former position of the Barito light-vessel.

Lat. $3^{\circ} 38' 54''$ S., long. $114^{\circ} 30' 11''$ E.

Description.—Sunken wreck of a former light-vessel.

Remarks.—The wreck is marked by a beacon with a white cylindrical topmark.

Note.—The wreck-marking buoy, shown in this position on some copies of the chart, has been withdrawn.

Chart affected.—No. 3029, Tanjong Selatan to Tanjong Malayur.

Publications.—List of Lights, Part VI, 1922, No. 1080.
Eastern Archipelago Pilot, Part II, 1913, page 333; Supplement No. 5, 1921.

Authority.—Hague Notices Nos. 380 and 507 of 1922. (*H.* 1453 & 1887/22.)

CHINA, SOUTH COAST—HONGKONG.

Tathong Point Light—Amended Arc of Visibility.

No. 229 (first publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 623 of 1922), are republished:—

Former Notice.—No. 244 of 1922. (*This office No. 146 of 1922.*)

Position.—Lat. $22^{\circ} 14' N.$, long. $114^{\circ} 17' E.$ (*approx.*).

Details.—This *flashing white* light, with *red* sector, is visible as follows:

White from 306° through north to 028° ;

Red thence to 037° ;

White thence to 141° .

Obscured elsewhere.

Charts affected.—No. 1466, Hongkong.

„ 3605, Hongkong to Mirs bay.

„ 1180, Approaches to Hongkong.

„ 3026, Macao to Pedro Blanco, including Hongkong.

Publication.—List of Lights, Part VI, 1922, No. 1523.

Authority.—H.M.S. *Hawkins* Hyd. Note No. 1 of 1922. (*H.* 2079/22.)

SOUTH AFRICA—CAPE OF GOOD HOPE.

East London—Alteration in Port Office Signals.

No. 230 (first publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 629 of 1922), are republished:—

Position.—Port office, lat. $33^{\circ} 02' S.$, long. $27^{\circ} 55' E.$ (*approx.*).

Alteration.—A cone has been substituted for the black ball formerly used in the bar signals by day. These signals, which are made from the signal station and port office flagstaffs to indicate the state of the bar, are now as follows:—

(a) A cone hoisted half-way up to the yard-arm signifies “Bar dangerous.”

(b) A cone hoisted at the yard-arm signifies “Bar impassable.”

Publication.—Africa Pilot, Part III, 1915, page 146.

Authority.—Johannesburg Notice No. 155 of 1922. (*H.* 2188-22.)

JAVA, NORTH COAST.

Tegal Road—Non-existence of Wrecks.

No. 231 (*first publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 630 of 1922), are republished :—

Position.—(a) At a distance of 2·05 miles 014° from Tegal light.

Lat. $6^{\circ} 49'$ S., long. $109^{\circ} 09'$ E.

(b) At a distance of about 3·75 cables south-westward from (a).

Details.—The wrecks indicated on the charts in the above positions no longer exist; the red and white wreck-buoy and green wreck-buoy, formerly marking them, have been withdrawn in consequence.

Charts affected.—No. 3311, Plan of Tegal road.

„ 1653, Island of Java, western portion.

Publication.—Eastern Archipelago Pilot, Part II, 1913, page 113.

Authority.—Netherlands Hydrographer. (H. 5765-21.)

SOUTH PACIFIC OCEAN—NEW IRELAND.

Lihir (Gerrit Denys) Island—Reef reported southward of.

No. 232 (*first publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 631 of 1922), are republished :—

Position.—At a distance of about 6 miles south-westward of the charted position of the southern extremity of Lihir island.

Lat. $3^{\circ} 19'$ S., long. $152^{\circ} 35'$ E. (*approx.*).

Details.—The S.S. *Reginald Maru* reports the discovery of an isolated coral reef in the above position. Further particulars are not stated.

Note.—The position on the chart is to be encircled by a danger line and marked "*Reef Repd. (1922) (P.A.)*."

Charts affected.—No. 2766, North-east coast of New Guinea, etc.

„ 780, Pacific ocean—south-west sheet.

„ 2759a, Australia—northern portion.

Publications.—Pacific Islands Pilot, Part Vol. I, 1921; page 515.

Authority.—Australian Hydrographer. (H. 2360-22.)

AUSTRALIA—QUEENSLAND, EAST COAST.

Brisbane River Entrance—Quarantine Anchorage.

No. 233 (*first publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 633 of 1922), are republished :—

Position.—Pile lighthouse, lat. $27^{\circ} 19'$ S., long. $153^{\circ} 13'$ E. (*approx.*).

Details.—The Quarantine anchorage for the port of Brisbane is bounded by a line drawn for a distance of 870 cables 099° from a position situated 3·55 cables 054° from Pile lighthouse; thence for a distance of 4·95 cables in a 182° direction; thence for a distance of 9·40 cables in a 279° direction, and thence back to the first position.

Remarks.—The note "Quarantine Stn." on Peel island, in lat. $27^{\circ} 30' S.$, long. $153^{\circ} 22' E.$, is to be expunged from chart No. 1029.

Charts affected.—No. 1674, Brisbane river.

" 1670b, Moreton bay—southern portion.

" 1029, Danger point to Cape Moreton.

Publications.—Australia Pilot, Vol. III., 1916, page 108.

Authority.—Commonwealth of Australia Gazette. (H. 1809-21.)

CELEBES, SOUTH EAST COAST—GULF OF BONI.

Boni to Tanjong Bua—Amendments to Chart with regard to Shoals and Depths.

No. 234 (first publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 640 of 1922), are re-published:—

Position.—Boni, lat. $4^{\circ} 32' S.$, long. $120^{\circ} 20' E.$ (approx.).

Details.—The accompanying reproductions of portions of charts Nos. 3616, 941b, 942a, 2759a, and 1263, show extensive amendments and corrections with regard to off-lying shoals and depths, etc., between Boni and Tanjong Bua.

Charts affected.—No. 3616, Tomori gulf to Salayar strait.

" 941b, Eastern Archipelago—sheet 2.

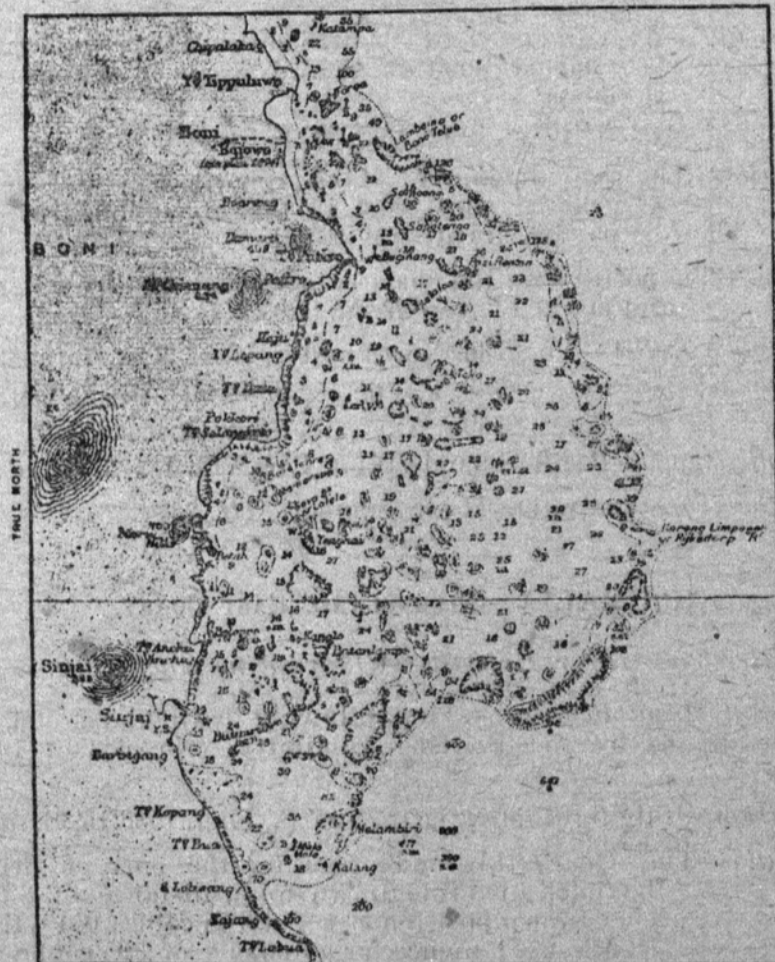
" 942a, Eastern Archipelago—sheet 3.

" 2759a, Australia—northern portion.

" 1263, China sea.

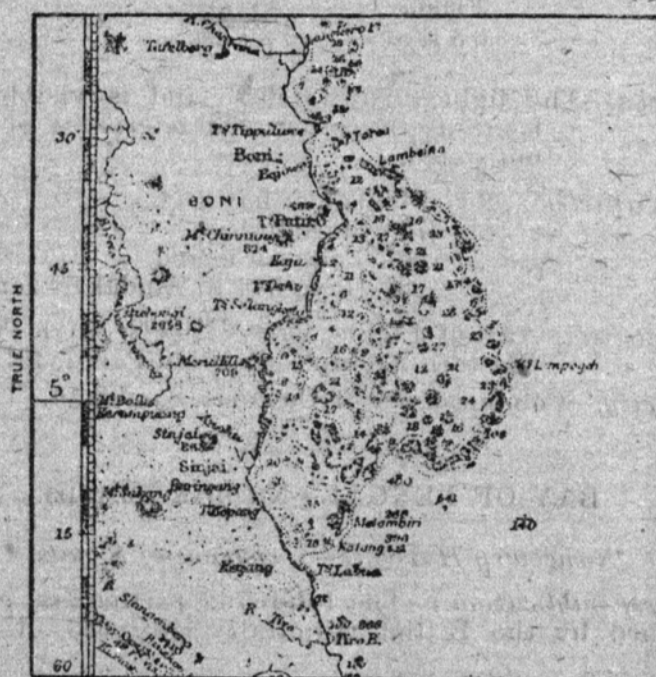
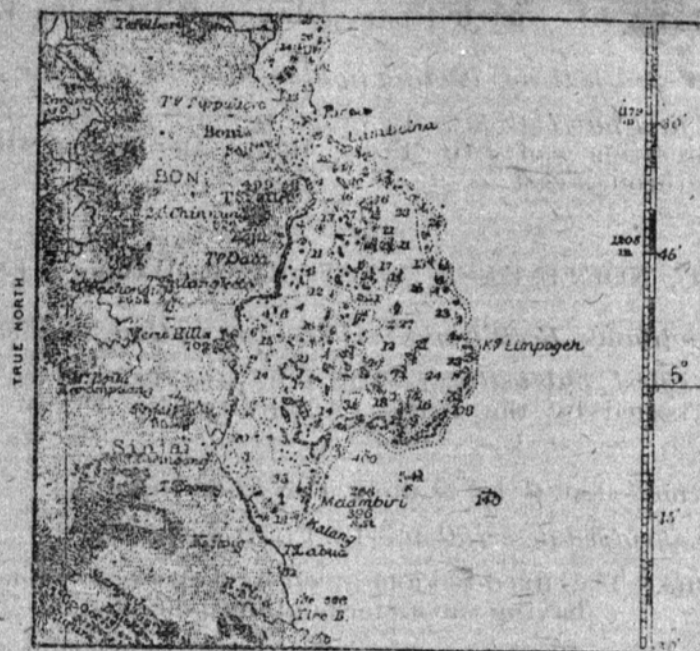
Publication.—Eastern Archipelago Pilot, Part II, 1913, pages 459 to 461.

Authority.—Netherlands Government Chart. (H. 702/22.)



Reproduction of Portion of Chart N° 3616

0 10 20 30 Sea Miles



NEW ZEALAND—NORTH ISLAND, MANUKAU HARBOUR ENTRANCE.

Mahanihani (South Head) leading lights—Alteration in Arcs of visibility.

No. 235 (*first publication*).—In Notice to Mariners No. 197 of 1922 under heading "Alteration" of "(b) Front light" the words "through case" should read "through east."

BORNEO, NORTH-EAST COAST—KUDAT HARBOUR ENTRANCE.

Sandilands Rock Light—Alterations in Characteristics.

No. 236 (*first publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 662 of 1922), are re-published:—

Position.—Lat. $6^{\circ} 52' N.$, long. $116^{\circ} 52' E.$ (*approx.*).

New abridged description.—Lt. Fl. ev. 3 sec. (U).

Details.—The fixed red and green light has been replaced by a light having the undermentioned character:—

Character.—Flashing white every three seconds, thus:

Flash,	eclipse,
0.3 sec.	2.7 sec.

Remarks.—The light is unwatched, and is visible all round the horizon; the other characteristics of the light are not stated.

Charts affected.—No. 946, Kudat harbour.
 „ 3728, Marudu bay.
 „ 967, Palawan island.
 „ 287, Gaya bay to Sandakan harbour.

Publications.—List of Lights, Part VI, 1922, No. 1113.
 Eastern Archipelago Pilot, Part I, 1911, page 144.

Authority.—Commissioner of Customs, Sandakan. (H. 2170/22.)

BAY OF BENGAL—NICOBAR ISLANDS.

Nancowry Harbour—Existence of Shoals.

No. 237 (*first publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 663 of 1922), are re-published:—

(a) *Position*.—In the northern part of Wasp bay, at a distance of 1.57 miles 226° from the flagstaff on Ray point.
 Lat. $8^{\circ} 01' N.$, long. $93^{\circ} 31' E.$ (*approx.*).

Depth.— $5\frac{1}{2}$ fathoms (9 6), coral.

(b) *Position*.—In the south-western approach to Nancowry harbour, at a distance of 2.50 cables 180° from Burleigh rock.
 Lat. $7^{\circ} 59' N.$, long. $93^{\circ} 30' E.$ (*approx.*).

Depth.— $3\frac{1}{2}$ fathoms (5^m9), rock.

(c) *Position*.—At a distance of about $1\frac{1}{2}$ cables north-westward from (b), and 1.75 cables 208° from Burleigh rock.

Depth.— $4\frac{1}{2}$ fathoms (7^m8), rock.

Charts affected.—No. 841, Nancowry harbour.
 „ 840, Nicobar islands.

Publications.—Bay of Bengal Pilot, 1910, pages 381, 382.
 Bay of Bengal Pilot, 1921 (*in press*).

Authority.—Director, Royal Indian Marine. (H. 2034-22.)

PHILIPPINE ISLANDS—LUZON, EAST COAST.

Kalagua Islands—Non-existence of Shoal north-eastward of.

No. 238 (*first publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 673 of 1922), are republished:—

Position.—Centre of shoal, lat. $14^{\circ} 46' N.$, long. $123^{\circ} 25' E.$ (*approx.*).

Details.—The charted shoal, about 20 miles in extent, with 3 to 5 fathoms of water over it, does not exist and is to be expunged from the charts.

Charts affected.—No. 3806, Cabra island to San Fernando point, etc.

„ 2577, Philippine islands between San Bernardino and Mindoro straits.

„ 943, Molucca passage to Manila.

„ 2483, Atlantic and Indian oceans, etc.

„ 2683, Pacific ocean.

„ 1263, China sea.

„ 781, Pacific ocean—north-west sheet.

„ 2937, Oceanic soundings, Indian and Western Pacific oceans.

Publications.—Eastern Archipelago Pilot, Part I, 1911, page 554.

Authority.—Manila Notice No. 11 of 1921. (*H. 1298-22.*)

PHILIPPINE ISLANDS—MINDANAO, NORTH-EAST COAST.

Great Bukas Island—Light established.

No. 239 (*first publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 674 of 1922), are republished:—

Position.—On Dahakit point, the southern extremity of Great Bukas island.

Lat. $9^{\circ} 33' 45'' N.$, long. $125^{\circ} 56' 30'' E.$

Abridged description.—Lt. Fl. ev. 5 sec., 100 ft., vis. 10 m. (U).

Characteristics:

Character.—Flashing white every five seconds.

Elevation.—100 feet (30^m5).

Visibility.—10 miles.

Structure.—White concrete pillar, 30 feet (9^m1) in height.

Remarks.—The light is unwatched.

Charts affected.—No. 2578, Eastern part of the Sulu or Mindoro sea.

„ 943, Molucca passage to Manila.

Publications.—List of Lights, Part VI, 1922, No. 1158a.

Eastern Archipelago Pilot, Part I, 1911, page 426.

Authority.—U. S. Light List, 1921. (*H. 1527-22.*)

JAPAN—HOKUSHU, WEST COAST.

Suttsu Bay—Existence of Wreck.

No. 240 (first publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 682 of 1922), are republished :—

Position.—At a distance of about one mile south-eastward of Iwasaki.

Lat. $42^{\circ} 47' 02''$ N., long. $140^{\circ} 17' 41''$ E.

Description.—Sunken wreck of the SS. *Nachi Yama Maru* with one mast showing about 15 feet (4^m6) above water.

Note.—The note “(marked by 2 buoys)” is to be placed against this wreck on the plan of Suttsu bay on chart No. 993.

Charts affected.—No. 993, Plan of Suttsu bay.

„ 3438, Oshima to Furubirawan.

Authority.—Tokyo Notice No. 49 of 1922. (*H.* 2144-22.)

AUSTRALIA, SOUTH COAST—VICTORIA, PORT WESTERN.

Round Island Light—Alteration in Sectors.

No. 241 (first publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 683 of 1922), are republished :—

Position.—Lat. $38^{\circ} 31'$ S., long. $145^{\circ} 07'$ E. (*approx.*).

New abridged description.—Lt. Gp. Fl. (2) W. R. G., ev. 9 sec., 112 ft. vis. 12, 6, 6 m. (U).

Alteration.—A green sector has been inserted in this light, which now has the undermentioned characteristics :—

Character.—Group flashing with white, red and green sectors; showing two flashes every nine seconds, thus :

Flash,	eclipse,	flash,	eclipse,
0.5 sec.	1.0 sec.	0.5 sec.	7.0 sec.

Elevation.—112 feet (34^m1).

Visibility.—White light 12 miles; red and green lights 6 miles.

Sectors.—Red from the south coast of Phillip island to 071° ;

White thence to 157° ;

Green thence to 213° ;

Red thence to the north-west coast of Phillip island.

Structure.—White circular lantern, 15 feet (4^m6) in height.

Remarks.—The light is unwatched.

Charts affected.—No. 1707, Port Western.

„ 1171, Port Phillip.

„ 1695b, Bass strait—western sheet.

„ 3169, Port Phillip to Gabo island.

Publications.—List of Lights, Part VI, 1922, No. 2481.

Australia Pilot, Vol. II, 1918, page 155; Supplement No. 3, 1921.

Authority.—Melbourne Notice No. 2 of 1922. (*H.* 2212-22.)

PORTUGUESE EAST AFRICA.

River Chinde Entrance—Caution with regard to Wrecks.

No. 242 (*first publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 685 of 1922), are republished :—

Position.—Portuguese signal station, lat. $18^{\circ} 34'$ S., long $36^{\circ} 29'$ E. (*approx.*).

Details.—During a recent cyclone most of the ships at anchor in the roadstead off Chinde were sunk.

Note.—The note "*Many wrecks reported in the roadstead (Feb. 1922)*" is to be inserted on the chart.

Chart affected.—No. 1421, Plan of bar and entrance of the River Chinde.

Publication.—Africa Pilot, Part III, 1915, page 235.

Authority.—Hydrographic Department. (*H. 2105-22.*)

JAPAN—SHIMONOSEKI KAIKYO.

Hayatomo Seto—Wreck-marking Light-Buoy withdrawn.

No. 243 (*first publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 686 of 1922), are republished :—

Former Notice.—No. 584 of 1922. (*This office No. 219 of 1922.*)

Position.—At a distance of about $2\frac{1}{2}$ cables north-eastward from Moji zaki.

Lat. $33^{\circ} 58'$ N., long. $130^{\circ} 58'$ E. (*approx.*).

Details.—The light-buoy with occulting green light, formerly marking the wreck (1922) in the above position, has been withdrawn.

Charts affected.—No. 3114, Moji and Shimonoseki ko.

„ 1578, Shimonoseki kaikyo.

„ 532, Approach to Shimonoseki kaikyo.

„ 3225, Shimonoseki kaikyo to Maruyama zaki.

Authority.—Tokyo, Department of Communications, Notice No. 343 of 1922. (*H. 2197-22.*)

The 2nd June 1922.

PERSIAN GULF—KUWAIT HARBOUR.

Rasal Arz—Light replaced in position.

No. 226 (*second publication*).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 47M. of 1922), are republished :—

Former notice.—No. 33M. of 1922 (*this Office No. 184 of 1922*), hereby cancelled.

Position.—Lat. $29^{\circ} 21'$ N., long. $48^{\circ} 06'$ E. (*approx.*).

Details.—The above light has been reinstalled in its original position.

Charts which were temporarily affected.—No. 22, Kuwait Harbour „ 2837b, Persian Gulf, Western Sheet.

Publications.—List of Lights, Part VI, 1922, No. 303.

Indian List of Lights, 40th issue, 1921, No. 24.

Persian Gulf Pilot, 1915, page 148; Supplement No. 6, 1921.

Authority.—Resident, Bushire, Telegram, dated the 17th May 1922.

BAY OF BENGAL—BURMA COAST.

Rangoon river approach—Pilot brig “Kyauktan” to be relieved by a steam-vessel.

No. 227 (second publication).—

Subject.—On or about the middle of June 1922 the pilot brig “Kyauktan” will be relieved on the pilot station by a steam-vessel painted white with the word “Pilot” in black letters on each side of the vessel.

The steam pilot vessel will have two masts and one funnel painted yellow with black top and has a clipper bow with a short bowsprit. She will exhibit the lights and signals as required by Article 8 of the Regulations for preventing collisions at sea.

Charts affected.—No. 833, Rangoon river and approaches.

„ 823, Koronge island to White point.

„ 830, Bassein river to Pulo Penang.

Publication.—Bay of Bengal Pilot, 1910, page 458; Supplement No. 5, 1920.

Authority.—Deputy Conservator of the Port of Rangoon, Notice, dated the 29th May 1922.

The 25th May 1922.

RED SEA—SUEZ BAY.

Kal ah Kebireh, North and South Beacons—Alteration in Character of Lights.

No. 212 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 560 of 1922), are republished :—

(1) North beacon :

Position.—Lat. 29° 55' N., long. 32° 32' E. (approx.).

New abridged description.—2 Lts. Fl. R. W. (vertl.), ev. 5 sec., 57 and 42 ft.

Alteration.—The character of the two lights has been altered from fixed red and fixed white to *flashing red* and *flashing white every five seconds*, thus :

Flash	eclipse
0·5 sec.	4·5 sec.

(2) South beacon:

Position.—Lat. $29^{\circ}54'$ N., long. $32^{\circ}32'$ E. (*approx.*).

New abridged description.—2 Lts. Fl. R. (*vertl.*), *ev.* 5 sec., 44 and 29 ft.

Alteration.—The character of the two lights has been altered from fixed red to *flashing red every five seconds*, thus:

Flash*	eclipse
0.5 sec.	4.5 sec.

Charts affected.—No. 734, Suez bay.

„ 233, The Suez canal.

Publications.—List of Lights, Part V, 1922, Nos. 2165, 2166.

Authority.—Alexandria Notice No. 1 of 1922. (*H. 1632/22.*)

PERSIAN GULF ENTRANCE—OMAN COAST.

Rams—Shoal Water reported north-westward of.

No. 213 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 562 of 1922), are republished.

Position.—At a distance of about $1\frac{1}{2}$ miles north-westward of Rams tower. Lat. $25^{\circ}54'07''$ N., long. $56^{\circ}00'40''$ E.

Depth.—3 fathoms (5^m5).

Note.—The 3-fathom contour line is to be amended on the charts to include the above position, from which it runs in an approximately straight line in a north-easterly and south-westerly direction.

Charts affected.—No. 753, Entrance to the Persian gulf.

„ 2837a, Persian gulf—eastern sheet.

Publication.—Persian Gulf Pilot, 1915, page 76.

Authority.—H.M.S. *Cyclamen*, Hyd. Note No. 1 of 1922. (*H. 190622.*)

PROTUGUESE EAST AFRICA.

Beira Approach Depths.

No. 214 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 563 of 1922) are republished:—

Position.—Beira, lat. $19^{\circ}49'$ S., long. $34^{\circ}50'$ E. (*approx.*).

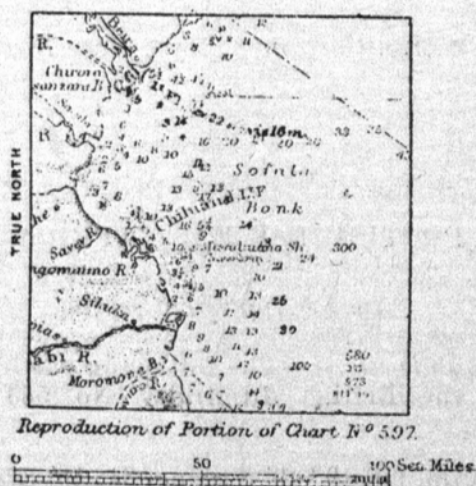
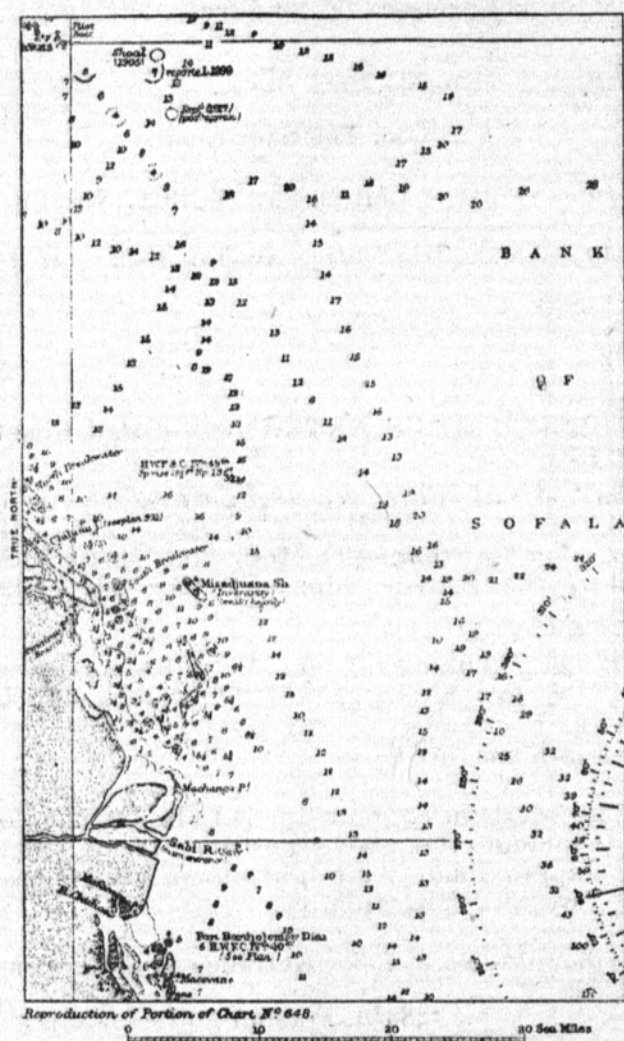
Details.—Additional depths in the southern approach to Beira are shown on the accompanying reproductions of portions of charts Nos. 648 and 597.

Charts affected.—No. 648, Delagoa bay to River Zambezi.

„ 597, Delagoa bay to Cape Guardafui.

Publications.—Africa Pilot, Part III, 1915, pages 222, 223.

Authority.—H. M. S. *Lowestoft*, Remark Book, 1921. (H. 904/22.)



MADAGASCAR, WEST COAST—MOZAMBIQUE CHANNEL.

Juan de Nova (St. Christopher Island)—Amendment to chart.

No. 215 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 564 of 1922), are republished :—

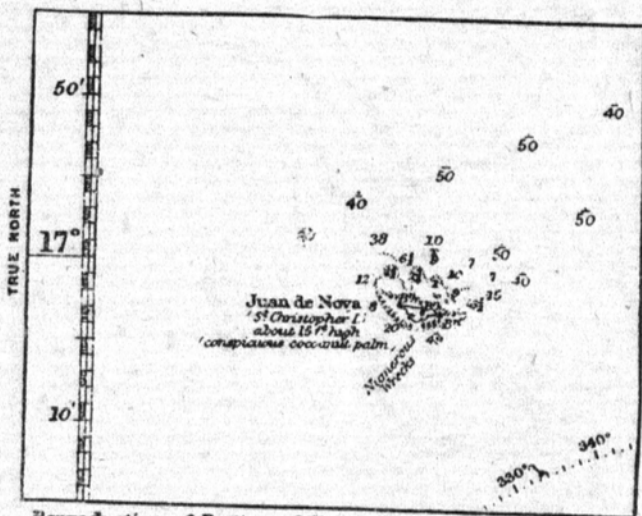
Position.—Lat. $17^{\circ} 03' \text{ S.}$, long. $42^{\circ} 46' \text{ E. (approx.)}$.

Details.—The accompanying reproduction of a portion of chart No. 759*a* shows the necessary corrections to that chart with regard to Juan de Nova and the positions of three beacons, together with the shore reef and depths in the vicinity.

Chart affected.—No. 759a, Cape St. Andrew to Bevato island.

Publications.—South Indian Ocean Pilot, 1911, pages 416, 417; Supplement No. 6, 1921.

Authority.—Paris Notice No. 219 of 1922. (*H.* 1192/22.)



Reproduction of Portion of Chart N° 759a

PHILIPPINE ISLANDS—MINDORO ISLAND.

Escarceo Point Light—Amended Arc of Visibility.

No. 216 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 577 of 1922), are republished :—

Position.—Lat. $13^{\circ} 31' \text{ N.}$, long. $120^{\circ} 59' \text{ E. (approx.)}$.

Details.—This *flashing white* light is reported to be visible from 138° through south, to 012°, and not as shown on the chart and in the Admiralty List of Lights, which are to be amended accordingly.

Chart affected.—No. 949, Plan of Port Galera and Varadero bay.

Publication.—List of Lights, Part VI,* 1922, No. 1253.

Authority.—U. S. Hyd. Office Notice No. 4714 of 1921. (*H.* 7787/21.)

BAY OF BENGAL—INDIA, COROMANDEL COAST.

Madras Harbour and Roadstead—Amendments to Chart.

No. 217 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 581 of 1922), are re-published :—

Position.—Harbour office, lat. $13^{\circ} 06'$ N., long. $80^{\circ} 18'$ E. (*approx.*).

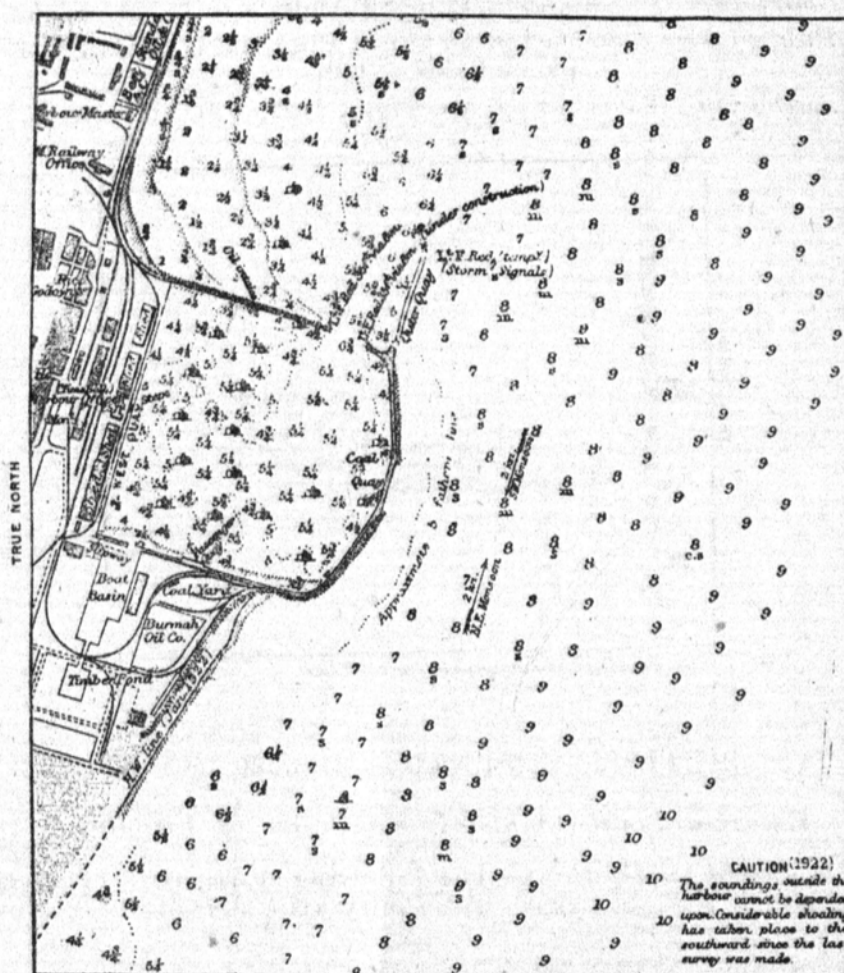
Details.—The accompanying reproduction of a portion of the plan of Madras roadstead on chart No. 575 shows various corrections to that plan with regard to depths and buoyage, &c.

Chart affected.—No. 575, Plan of Madras roadstead.

Publications.—Bay of Bengal Pilot, 1910, pages 217 to 219; Supplement No. 5, 1920.

Bay of Bengal Pilot, 1921 (*in press*).

Authority.—H.M.S. *Southampton*. (H. 1220/22.)



Reproduction of Portion of Chart No. 575

0 5 10 Cables or 1.5 Sea Miles

SOUTH PACIFIC OCEAN—FIJI ISLANDS, VITI LEVU.

Nasilai Reef Light—Obscured Sector to be discontinued.

No. 218 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 582 of 1922), are republished:—

Date of alteration.—On the 1st June 1922.

Position.—Lat. $18^{\circ} 08' S.$, long. $178^{\circ} 42' E.$ (*approx.*).

Alteration.—The obscured sector of this group flashing white light will be abolished, and the light will then be visible all round the horizon.

Note.—No further notice will be given.

Charts affected.—No. 903, Suva harbour to Levuka.

„ 2691, Fiji islands.

„ 441, Fiji islands—Eastern group, southern portion.

„ 167, Kandavu island and passage.

Publications.—List of Lights, Part VI, 1922, No. 3146.

Authority.—Colonial Secretary, Suva, Fiji. (*H.* 1902/22.)

JAPAN—SHIMONOSEKI KAIKYO.

Hayatomo Seto—Wreck marked by Light-Buoy.

No. 219 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 584 of 1922), are republished :—

(a) Wreck :

Position.—At a distance of about $2\frac{1}{2}$ cables north-eastward from Moji zaki.

Lat. $33^{\circ} 57' 52''$ N., long. $130^{\circ} 58' 01''$ E.

Description.—Sunken wreck of a steamer.

(b) Light-buoy :

Position.—Marking the wreck.

Description.—A green conical wreck-marking light-buoy, exhibiting an *occulting green light every eight seconds*, thus :

Light	eclipse.
4 sec.	4 sec.

Charts affected.—No. 3114, Moji and Shimonoseki ko.

„ 1578, Shimonoseki kaikyo.

„ 532, Approach to Shimonoseki kaikyo.

„ 3225, Shimonoseki kaikyo to Maruyama zaki.

Authority.—Tokyo, Department of Communications, Notice No. 244 of 1922. (*H.* 1846/22.)

EASTERN ARCHIPELAGO—BORNEO, EAST COAST.

Kelumpang Bay—Existence of Rock.

No. 220 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 595 of 1922), are republished :—

Position.—At a distance of 7.65 cables 270° from the flagstaff on Tanjong Batu.

Lat. $3^{\circ} 01'$ S., long. $116^{\circ} 12'$ E. (*approx.*).

Description.—A rock with a depth of 6 feet (1^m8).

Note.—The symbol for a rock with a depth of less than 6 feet (1^m8) is to be inserted on the charts in the above position.

Charts affected.—No. 3031, Plan of Kelumpang bay.

„ 2637, South part of the Strait of Makassar.

Publication.—Eastern Archipelago Pilot, Part II, 1913, page 352.

Authority.—Hague Notice No. 579 of 1922. (*H.* 1967-22.)

CHINA—GULF OF PE CHILI.

Pei-Ho (Peking) River Approach—Wreck-marking Light-Buoy established.

No. 221 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 600 of 1922), are republished :—

Former Notice.—No. 2186 of 1921. (*This office No. 58 of 1922.*)

Position.—At a distance of about half a cable northward of the wreck (1921) situated about 9 cables, 276° , from the charted position of Taku light-vessel.

Lat. $38^{\circ} 57' N.$, long. $117^{\circ} 51' E.$ (*approx.*).

Description.—A green wreck-marking light-buoy exhibiting a *flashing green* light every three seconds, thus :

Flash	eclipse
0.3 sec.	2.7 sec.

Chart affected.—No. 2653, Pei-ho or Peking river—sheet 1.

Authority.—Shanghai Notice No. 747 of 17th February 1922. (*H. 2041-22.*)

SUMATRA, EAST COAST.

Tanjong Datu—Wrecks northward of.

No. 222 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 602 of 1922), are republished :—

Positions.—(i) At a distance of about one mile north-eastward from the extremity of Tanjong Datu.

Lat. $0^{\circ} 01' 00'' N.$, long. $103^{\circ} 49' 00'' E.$

(ii) At a distance of about 5 miles northward from (i).

Lat. $0^{\circ} 06' 00'' N.$, long. $103^{\circ} 49' 30'' E.$

Description.—In each case the sunken wreck of a vessel, partially visible above water.

Charts affected.—No. 1789, Channels between Sumatra, Linga, and Singkep.

„ 2757, Banka Strait to Singapore.

„ 2660a, China Sea, southern portion—western sheet.

Authority.—Hague Notice No. 502 of 1922. (*H. 1882-22.*)

GULF OF ADEN—GULF OF TAJURA.

Jibuti Bay and Approaches—Alterations in Buoyage and Beaconage.

No. 223 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 605 of 1922), are republished :—

Position.—Jibuti, lat. $11^{\circ} 35' N.$, long. $43^{\circ} 09' E.$ (*approx.*).

Details.—1. Extensive alterations in the buoyage and beaconage of Jibuti bay and approaches are shown on the accompanying reproduction of portions of chart No. 253. The buoy formerly marking Météore reef, which is omitted from the reproduction, has been withdrawn.

PERSIAN GULF, NORTHERN SHORE.

Khor Musa—Buoy and Beacons established.

No. 224 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 613 of 1922), are republished :—

(a) Buoy :

Position.—At the entrance to Khor Musa.

Lat. $29^{\circ} 53' 50''$ N., long. $49^{\circ} 04' 00''$ E. (*approx.*).

Description.—Not stated.

Note.—A conical buoy is to be inserted on the charts.

(b) Beacons :

(i) *Position*.—On Bu Seif.

Bu Seif, lat. $30^{\circ} 01'$ N., long. $48^{\circ} 57'$ E. (*approx.*).

Description.—Staff surmounted by a ball, 50 feet (15^m2) in height.

Note.—The exact position of this beacon is not stated and the word "*Beacon*" is to be inserted against the name "Bu Seif" on the charts.

(ii) *Position*.—On Daira island.

Daira island, lat. $30^{\circ} 05'$ N., long. $49^{\circ} 07'$ E. (*approx.*).

Description.—Staff surmounted by a cage.

Note.—The exact position of this beacon is not stated, it is to be inserted on the charts in approximately the centre of the island.

Chart affected.—No. 2837b, Persian Gulf, western sheet.

Publication.—Persian Gulf Pilot, 1915, page 276.

Authority.—Bombay Notice No. 139-CD of 1922. (*H. 2030-22.*)

PERSIAN GULF—SHATT-AL-ARAB.

Fao Light—Alteration in Character.

No. 225 (third publication).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 45M of 1922), are republished :—

Date of alteration.—On and from 1st June 1922.

Position.—Lat. $29^{\circ} 59'$ N., long. $48^{\circ} 29'$ E. (*approx.*).

New abridged description.—Lt. Fl. R., *ev.* 4 sec. 25 ft. Vis 6m.

Alteration.—The character of the light will be altered from fixed red to flashing red every 4 seconds, thus :—

Flash	eclipse
1 sec.	3 sec.

Charts affected.—No. 1253, Shatt-al-Arab, Outer Bar to Fao.

„ 1235, Mouth of the Euphrates.

„ 2837b, Persian Gulf, Western Sheet.

Publications.—List of Lights, Part VI, 1922. No. 307, Indian List of lights, 40th issue, 1921. No. 32, Persian Gulf Pilot, 1915, page 284.

Authority.—Port Officer, Basrah, dated 25th April 1922.

P. G. GLANVILLE, COMMANDER, R.I.M.,
Deputy Port Officer of Calcutta.



The Calcutta Gazette

WEDNESDAY, JUNE 28, 1922.

APPENDIX.

NOTICES TO MARINERS.

The following Notices are republished for general information.

P. G. GLANVILLE, COMMANDER, R.I.M.,
Deputy Port Officer of Calcutta.

H. E. SPRY,
*Secretary to the Government of Bengal,
Marine Department (offg.).*

CALCUTTA, the 16th June 1922.

BAY OF BENGAL.

HUGLI RIVER.

Gabtola Channel light-vessel—Alteration in position.

No. 244-I. (first publication).—

Former Notice.—No. 170-I. of 1921.

Subject.—The Gabtola light-vessel has been moved to the following position.

Position.—Lat. $21^{\circ} 47' 46''$ N., long. $88^{\circ} 02' 11''$ E.

Visibility.—10 miles.

Remarks.—The other characteristics of the light are unaltered.

Charts affected.—No. 136, River Hugli.

„ 814, The Sandheads—False Point to Matla river.

Publications.—List of Lights, Part VI, 1922, No. 616.

Bay of Bengal Pilot, 1910, page 300; Supplement
No. 5, 1920.

Authority.—Deputy Conservator of the Port of Calcutta.

CALCUTTA, the 9th June 1922.

BORNEO, SOUTH COAST.

Barito River Entrance—Alteration in Position of Light-Vessel; Wreck marked by Beacon.

No. 228 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 622 of 1922), are republished :—

(a) Alteration in position of light-vessel :

New position.—At a distance of about three quarters of a mile westward of charted position.

Lat. $3^{\circ} 38' 54''$ S., long. $114^{\circ} 29' 28''$ E.

Description.—Barito light-vessel, exhibiting an *occulting white* light, as described in the Admiralty List of Lights.

Note.—The position of this light-vessel is correctly shown on some copies of the chart.

(b) Wreck marked by beacon :

Position.—In the former position of the Barito light-vessel.

Lat. $3^{\circ} 38' 54''$ S., long. $114^{\circ} 30' 11''$ E.

Description.—Sunken wreck of a former light-vessel.

Remarks.—The wreck is marked by a beacon with a white cylindrical topmark.

Note.—The wreck-marking buoy, shown in this position on some copies of the chart, has been withdrawn.

Chart affected.—No. 3029, Tanjong Selatan to Tanjong Malatayur.

Publications.—List of Lights, Part VI, 1922, No. 1080.

Eastern Archipelago Pilot, Part II, 1913, page 333; Supplement No. 5, 1921.

Authority.—Hague Notices Nos. 380 and 507 of 1922. (*H. 1453 & 1887/22.*)

CHINA, SOUTH COAST—HONGKONG.

Tathong Point Light—Amended Arc of Visibility.

No. 229 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 623 of 1922), are republished :—

Former Notice.—No. 244 of 1922. (*This office No. 146 of 1922.*)

Position.—Lat. $22^{\circ} 14' N.$, long. $114^{\circ} 17' E.$ (*approx.*).

Details.—This *flashing white* light, with *red* sector, is visible as follows :

White from 306° through north to 028° ;

Red thence to 037° ;

White thence to 141° .

Obscured elsewhere.

Charts affected.—No. 1466, Hongkong.

„ 3605, Hongkong to Mirs bay.

„ 1180, Approaches to Hongkong.

„ 3026, Macao to Pedro Blanco, including Hongkong.

Publication.—List of Lights, Part VI, 1922, No. 1523.

Authority.—H.M.S. *Hawkins* Hyd. Note No. 1 of 1922. (*H. 2079/22.*)

SOUTH AFRICA—CAPE OF GOOD HOPE.

East London—Alteration in Port Office Signals.

No. 230 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 629 of 1922), are republished :—

Position.—Port office, lat. $33^{\circ} 02' S.$, long. $27^{\circ} 55' E.$ (*approx.*).

Alteration.—A cone has been substituted for the black ball formerly used in the bar signals by day. These signals, which are made from the signal station and port office flagstaffs to indicate the state of the bar, are now as follows:—

(a) A cone hoisted half-way up to the yard-arm signifies "Bar dangerous."

(b) A cone hoisted at the yard-arm signifies "Bar impassable."

Publication.—Africa Pilot, Part III, 1915, page 146.

Authority.—Johannesburg Notice No. 155 of 1922. (H. 2188-22.)

JAVA, NORTH COAST.

Tegal Road—Non-existence of Wrecks.

No. 231 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 630 of 1922), are republished:—

Position.—(a) At a distance of 2·05 miles 014° from Tegal light.

Lat. $6^{\circ} 49' S.$, long. $109^{\circ} 09' E.$

(b) At a distance of about 3·75 cables south-westward from (a).

Details.—The wrecks indicated on the charts in the above positions no longer exist; the red and white wreck-buoy and green wreck-buoy, formerly marking them, have been withdrawn in consequence.

Charts affected.—No. 3311, Plan of Tegal road.

„ 1653, Island of Java, western portion.

Publication.—Eastern Archipelago Pilot, Part II, 1913, page 113.

Authority.—Netherlands Hydrographer. (H. 5765-21.)

SOUTH PACIFIC OCEAN—NEW IRELAND.

Lihir (Gerrit Denys) Island—Reef reported southward of.

No. 232 (second publication).—The following particulars etc., relative to the above, issued by the British Admiralty (No. 631 of 1922), are republished:—

Position.—At a distance of about 6 miles south-westward of the charted position of the southern extremity of Lihir island.

Lat. $3^{\circ} 19' S.$, long. $152^{\circ} 35' E.$ (approx.).

Details.—The S.S. *Reginald Maru* reports the discovery of an isolated coral reef in the above position. Further particulars are not stated.

Note.—The position on the chart is to be encircled by a danger line and marked "Reef Repd. (1922) (P.A.)."

Charts affected.—No. 2766, North-east coast of New Guinea, etc.

„ 780, Pacific ocean—south-west sheet.

„ 2759a, Australia—northern portion.

Publications.—Pacific Islands Pilot, Part Vol. I. 1921; page 515.

Authority.—Australian Hydrographer. (H. 2360-22.)

AUSTRALIA—QUEENSLAND, EAST COAST.

Brisbane River Entrance—Quarantine Anchorage.

No. 233 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 633 of 1922), are republished:—

Position.—Pile lighthouse, lat. $27^{\circ} 19' S.$, long. $153^{\circ} 13' E.$ (approx.).

Details.—The Quarantine anchorage for the port of Brisbane is bounded by a line drawn for a distance of 8·70 cables 099° from a position situated 3·55 cables 054° from Pile lighthouse; thence for a distance of 4·95 cables in a 182° direction; thence for a distance of 9·40 cables in a 279° direction, and thence back to the first position.

Remarks.—The note "Quarantine Stn." on Peel island, in lat. $27^{\circ} 30' S.$, long. $153^{\circ} 22' E.$, is to be expunged from chart No. 1029.

Charts affected.—No. 1674, Brisbane river.
 " 1670b, Moreton bay—southern portion.
 " 1029, Danger point to Cape Moreton.

Publications.—Australia Pilot. Vol. III., 1916, page 108.

Authority.—Commonwealth of Australia Gazette. (H. 1809-21.)

CELEBES, SOUTH EAST COAST—GULF OF BONI.

Boni to Tanjong Bua—Amendments to Chart with regard to Shoals and Depths.

No. 234 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 640 of 1922), are republished:—

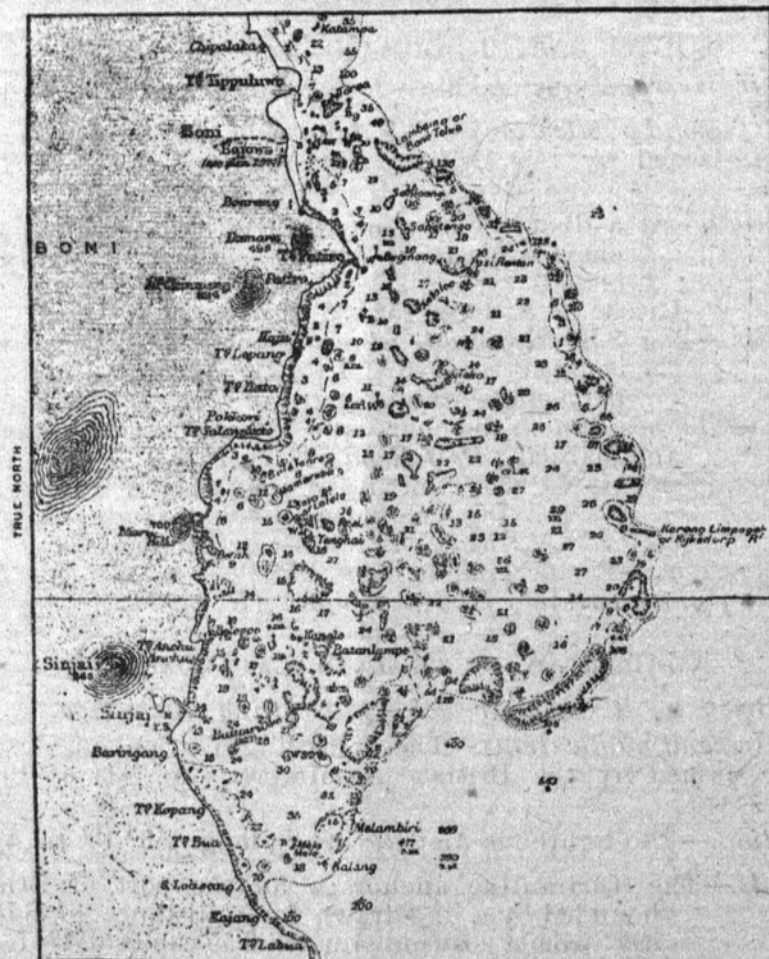
Position.—Boni, lat. $4^{\circ} 32' S.$, long. $120^{\circ} 20' E.$ (approx.).

Details.—The accompanying reproductions of portions of charts Nos. 3616, 941b, 942a, 2759a, and 1263, show extensive amendments and corrections with regard to off-lying shoals and depths, etc., between Boni and Tanjong Bua.

Charts affected.—No. 3616, Tomori gulf to Salayar strait.
 " 941b, Eastern Archipelago—sheet 2.
 " 942a, Eastern Archipelago—sheet 3.
 " 2759a, Australia—northern portion.
 " 1263, China sea.

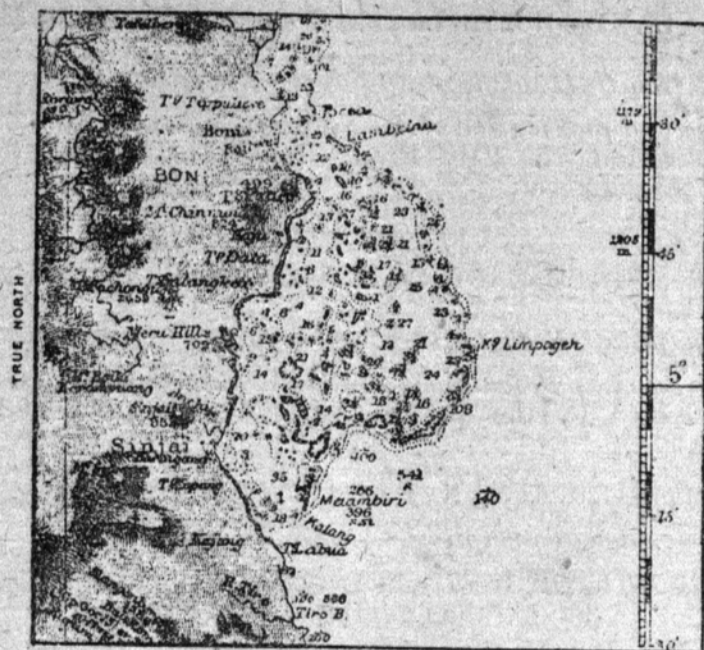
Publication.—Eastern Archipelago Pilot, Part II, 1913, pages 459 to 461.

Authority.—Netherlands Government Chart. (H. 702/22.)

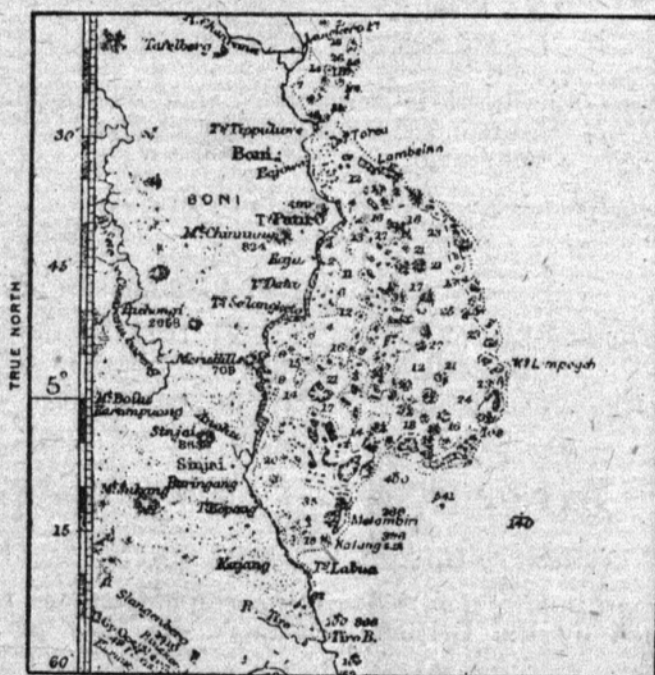


Reproduction of Portion of Chart N°3616

0 10 20 30 Sea Miles



Reproduction of Portion of Chart N°941B



Reproduction of Portion of Chart N°942A



Reproduction of Portion of Chart N°2759A

0 30 60 Sea Miles



Reproduction of Portion of Chart N°1263

0 30 60 Sea Miles

NEW ZEALAND—NORTH ISLAND, MANUKAU HARBOUR ENTRANCE.

Mahanihani (South Head) leading lights—Alteration in Arcs of visibility.

No. 235 (second publication).—In Notice to Mariners No. 197 of 1922 under heading "Alteration" of "(b) Front light" the words "through case" should read "through east."

BORNEO, NORTH-EAST COAST—KUDAT HARBOUR ENTRANCE.

Sandilands Rock Light—Alterations in Characteristics.

No. 236 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 662 of 1922), are re-published :—

Position.—Lat. $6^{\circ} 52'$ N., long. $116^{\circ} 52'$ E. (*approx.*).

New abridged description.—Lt. Fl. ev. 3 sec. (U).

Details.—The fixed red and green light has been replaced by a light having the undermentioned character :—

Character.—*Flashing white every three seconds, thus :*

Flash,	eclipse,
0.3 sec.	2.7 sec.

Remarks.—The light is unwatched, and is visible all round the horizon; the other characteristics of the light are not stated.

Charts affected.—No. 946, Kudat harbour.
 „ 3728, Marudu bay.
 „ 967, Palawan island.
 „ 287, Gaya bay to Sandakan harbour.

Publications.—List of Lights, Part VI, 1922, No. 1113.
 Eastern Archipelago Pilot, Part I, 1911, page 144.

Authority.—Commissioner of Customs, Sandakan. (H. 2170/22.)

BAY OF BENGAL—NICOBAR ISLANDS.

Nancowry Harbour—Existence of Shoals.

No. 237 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 663 of 1922), are re-published :—

(a) *Position.*—In the northern part of Wasp bay, at a distance of 1.57 miles 226° from the flagstaff on Ray point.
 Lat. $8^{\circ} 01'$ N., long. $93^{\circ} 31'$ E. (*approx.*).

Depth.— $5\frac{1}{2}$ fathoms (9 6), coral.

(b) *Position.*—In the south-western approach to Nancowry harbour, at a distance of 2.50 cables 180° from Burleigh rock.
 Lat. $7^{\circ} 59'$ N., long. $93^{\circ} 30'$ E. (*approx.*).

Depth.— $3\frac{1}{2}$ fathoms (5^m9), rock.

(c) *Position.*—At a distance of about $1\frac{1}{4}$ cables north-westward from (b), and 1.75 cables 208° from Burleigh rock.

Depth.— $4\frac{1}{2}$ fathoms (7 8), rock.

Charts affected.—No. 841, Nancowry harbour.
 „ 840, Nicobar islands.

Publications.—Bay of Bengal Pilot, 1910, pages 381, 382.
 Bay of Bengal Pilot, 1921 (*in press*).

Authority.—Director, Royal Indian Marine. (H. 2034-22.)

PHILIPPINE ISLANDS—LUZON, EAST COAST.

Kalagua Islands—Non-existence of Shoal north-eastward of.

No. 238 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 673 of 1922), are republished:—

Position.—Centre of shoal, lat. $14^{\circ} 46'$ N., long. $123^{\circ} 25'$ E. (*approx.*).

Details.—The charted shoal, about 20 miles in extent, with 3 to 5 fathoms of water over it, does not exist and is to be expunged from the charts.

Charts affected.—No. 3806, Cabra island to San Fernando point, etc.

„ 2577, Philippine islands between San Bernardino and Mindoro straits.

„ 943, Molucca passage to Manila.

„ 2483, Atlantic and Indian oceans, etc.

„ 2683, Pacific ocean.

„ 1263, China sea.

„ 781, Pacific ocean—north-west sheet.

„ 2937, Oceanic soundings, Indian and Western Pacific oceans.

Publications.—Eastern Archipelago Pilot, Part I, 1911, page 554.

Authority.—Manila Notice No. 11 of 1921. (*H. 1298-22.*)

PHILIPPINE ISLANDS—MINDANAO, NORTH-EAST COAST.

Great Bukas Island—Light established.

No. 239 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 674 of 1922), are republished:—

Position.—On Dahakit point, the southern extremity of Great Bukas island.

Lat. $9^{\circ} 33' 45''$ N., long. $125^{\circ} 56' 30''$ E.

Abridged description.—Lt. Fl. ev. 5 sec., 100 ft., vis. 10 m. (U).

Characteristics:

Character.—Flashing white every five seconds.

Elevation.—100 feet (30^m5).

Visibility.—10 miles.

Structure.—White concrete pillar, 30 feet (9^m1) in height.

Remarks.—The light is unwatched.

Charts affected.—No. 2578, Eastern part of the Sulu or Mindoro sea.

„ 943, Molucca passage to Manila.

Publications.—List of Lights, Part VI, 1922, No. 1158a.

Eastern Archipelago Pilot, Part I, 1911, page 426.

Authority.—U. S. Light List, 1921. (*H. 1527-22.*)

JAPAN—HOKUSHU, WEST COAST.

Suttsu Bay—Existence of Wreck.

No. 240 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 682 of 1922), are republished :—

Position.—At a distance of about one mile south-eastward of Iwasaki.

Lat. $42^{\circ} 47' 02''$ N., long. $140^{\circ} 17' 41''$ E.

Description.—Sunken wreck of the SS. *Nachi Yama Maru* with one mast showing about 15 feet (4^m6) above water.

Note.—The note “(marked by 2 buoys)” is to be placed against this wreck on the plan of Suttsu bay on chart No. 993.

Charts affected.—No. 993, Plan of Suttsu bay.

„ 3438, Oshima to Furubirawan.

Authority.—Tokyo Notice No. 49 of 1922. (*H.* 2144-22.)

AUSTRALIA, SOUTH COAST—VICTORIA, PORT WESTERN.

Round Island Light—Alteration in Sectors.

No. 241 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 683 of 1922), are republished :—

Position.—Lat. $38^{\circ} 31'$ S., long. $145^{\circ} 07'$ E. (*approx.*).

New abridged description.—Lt. Gp. Fl. (2) W. R. G., ev. 9 sec., 112 ft. vis. 12, 6, 6 m. (U).

Alteration.—A green sector has been inserted in this light, which now has the undermentioned characteristics :—

Character.—Group flashing with white, red and green sectors, showing two flashes every nine seconds, thus :

Flash,	eclipse,	flash,	eclipse,
0.5 sec.	1.0 sec.	0.5 sec.	7.0 sec.

Elevation.—112 feet (34^m1).

Visibility.—White light 12 miles ; red and green lights 6 miles.

Sectors.—Red from the south coast of Phillip island to 071° ;

White thence to 157° ;

Green thence to 213° ;

Red thence to the north-west coast of Phillip island.

Structure.—White circular lantern, 15 feet (4^m6) in height.

Remarks.—The light is unwatched.

Charts affected.—No. 1707, Port Western.

„ 1171, Port Phillip.

„ 1695b, Bass strait—western sheet.

„ 3169, Port Phillip to Gabo island.

Publications.—List of Lights, Part VI, 1922, No. 2481.

Australia Pilot, Vol. II, 1918, page 155 ; Supplement No. 3, 1921.

Authority.—Melbourne Notice No. 2 of 1922. (*H.* 2212-22.)

PORTUGUESE EAST AFRICA.

River Chinde Entrance—Caution with regard to Wrecks.

No. 242 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 685 of 1922), are republished :—

Position.—Portuguese signal station, lat. $18^{\circ} 34' S.$, long $36^{\circ} 29' E.$ (approx.).

Details.—During a recent cyclone most of the ships at anchor in the roadstead off Chinde were sunk.

Note.—The note "*Many wrecks reported in the roadstead (Feb. 1922)*" is to be inserted on the chart.

Chart affected.—No. 1421, Plan of bar and entrance of the River Chinde.

Publication.—Africa Pilot, Part III, 1915, page 235.

Authority.—Hydrographic Department. (H. 2105-22.)

JAPAN—SHIMONOSEKI KAIKYO.

Hayatomo Seto—Wreck-marking Light-Buoy withdrawn.

No. 243 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 686 of 1922), are republished :—

Former Notice.—No. 584 of 1922. (This office No. 219 of 1922.)

Position.—At a distance of about $2\frac{1}{2}$ cables north-eastward from Moji zaki.

Lat. $33^{\circ} 58' N.$, long. $130^{\circ} 58' E.$ (approx.).

Details.—The light-buoy with occulting green light, formerly marking the wreck (1922) in the above position, has been withdrawn.

Charts affected.—No. 3114, Moji and Shimonoseki ko.

„ 1578, Shimonoseki kaikyo.

„ 532, Approach to Shimonoseki kaikyo.

„ 3225, Shimonoseki kaikyo to Maruyama zaki.

Authority.—Tokyo, Department of Communications, Notice No. 343 of 1922. (H. 2197-22.)

The 2nd June 1922.

PERSIAN GULF—KUWAIT HARBOUR.

Rasal Arz—Light replaced in position.

No. 226 (third publication).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 47M. of 1922), are republished :—

Former notice.—No. 33M. of 1922 (this Office No. 184 of 1922), hereby cancelled.

Position.—Lat. $29^{\circ} 21' N.$, long. $48^{\circ} 06' E.$ (approx.).

Details.—The above light has been reinstalled in its original position

Charts which were temporarily affected.—No. 22, Kuwait Harbour.

„ 2837b, Persian Gulf, Western Sheet.

Publications.—List of Lights, Part VI, 1922, No. 303.

Indian List of Lights, 40th issue, 1921, No. 24.

Persian Gulf Pilot, 1915, page 148; Supplement No. 6, 1921.

Authority.—Resident, Bushire, Telegram, dated the 17th May 1922.

BAY OF BENGAL—BURMA COAST.

Rangoon river approach—Pilot brig “Kyauktan” to be relieved by a steam-vessel.

No. 227 (third publication).—

Subject.—On or about the middle of June 1922 the pilot brig “Kyauktan” will be relieved on the pilot station by a steam-vessel painted white with the word “Pilot” in black letters on each side of the vessel.

The steam pilot vessel will have two masts and one funnel painted yellow with black top and has a clipper bow with a short bowsprit. She will exhibit the lights and signals as required by Article 8 of the Regulations for preventing collisions at sea.

Charts affected —No. 833, Rangoon river and approaches.

„ 823, Koronge island to White point.

„ 830, Bassein river to Pulo Penang.

Publication.—Bay of Bengal Pilot, 1910, page 458; Supplement No. 5, 1920.

Authority.—Deputy Conservator of the Port of Rangoon, Notice dated the 29th May 1922.

P. G. GLANVILLE, COMMANDER, R.I.M.,

Deputy Port Officer of Calcutta.



The Calcutta Gazette

WEDNESDAY, JULY 12, 1922.

APPENDIX.

NOTICES TO MARINERS.

The following Notices are republished for general information.

P. G. GLANVILLE, COMMANDER, R.I.M.,

Deputy Port Officer of Calcutta.

H. E. SPRY,

Secretary to the Government of Bengal,

Marine Department (offg.).

CALCUTTA, the 30th June 1922.

SUMATRA, WEST COAST.

Trumon Road and Approaches—Amendments to Chart.

No. 257 (first publication)—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 732 of 1922), are republished :—

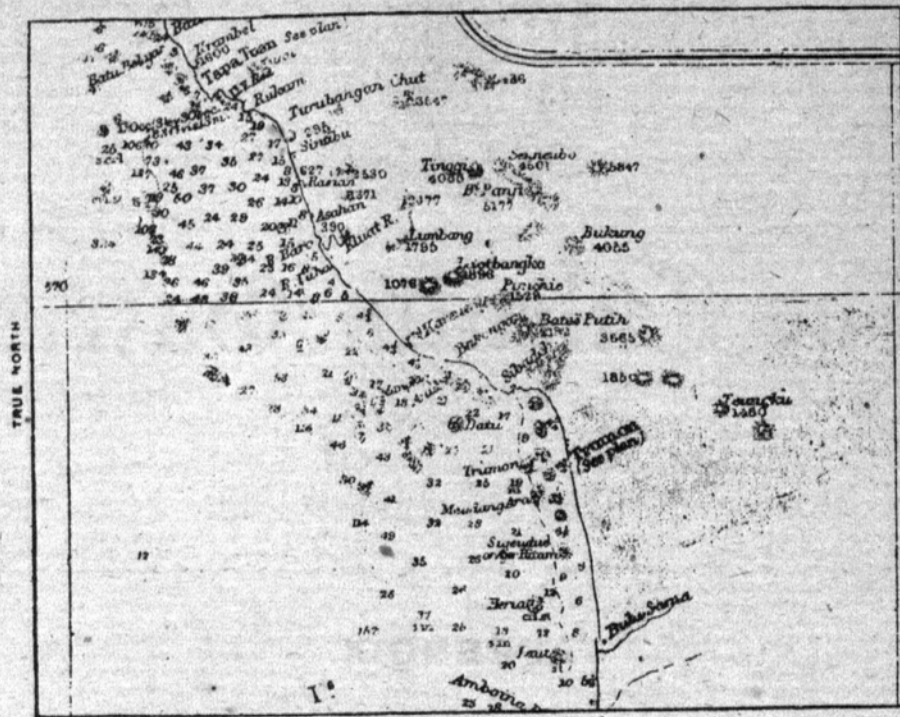
Position.—Trumon, lat. $2^{\circ} 49' N.$, long. $97^{\circ} 36' E.$ (*approx.*).

Details.—The accompanying reproductions of a portion of chart No. 2760, and of the inset plan of Trumon road, show general amendments to that chart in the vicinity of Trumon.

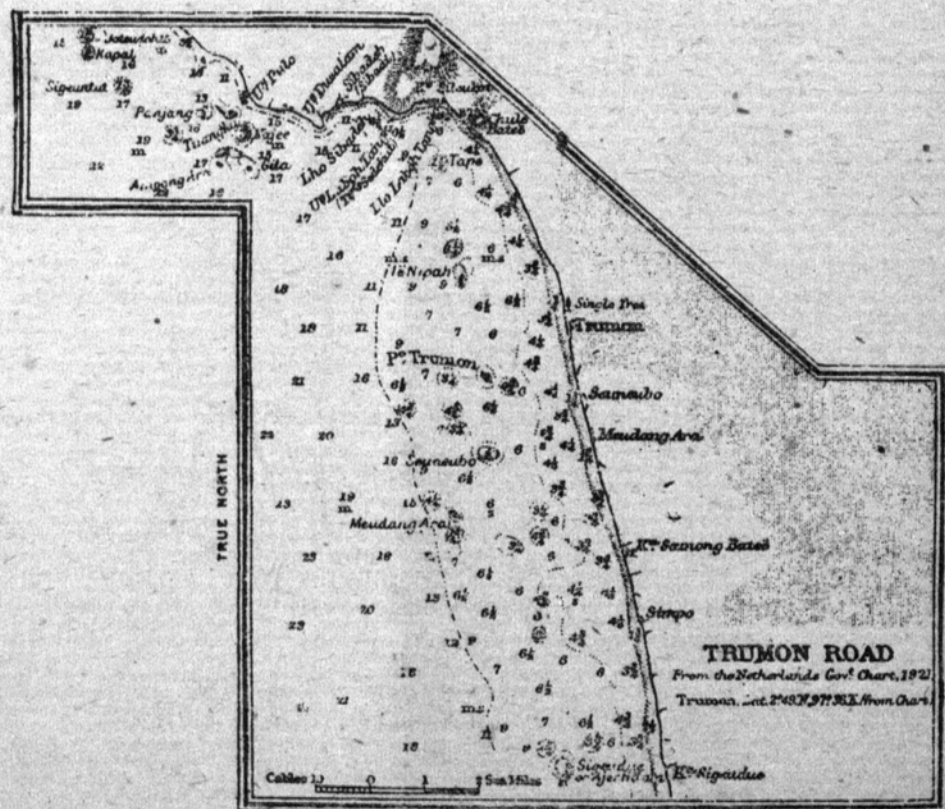
Chart affected.—No. 2760, Acheh head to Chingkuk bay.

Publications.—China Sea Pilot, Vol. I., 1916, pages 333 to 338; Supplement No. 5, 1921.

Authority.—Netherlands Government Chart. (H. 1707-22.)



Reproduction of Portion of Chart N° 2760.



Reproduction of Portion of Chart N° 2760.

MALACCA STRAIT—SUMATRA, EAST COAST.

Sungi Rokan Entrance—Light-Buoy established.

No. 258 (*first publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 734 of 1922), are republished:—

Position.—Lat. $2^{\circ} 28' 00''$ N., long. $100^{\circ} 48' 00''$ E.

Description.—A light-buoy painted in red and black horizontal bands, exhibiting an *occuling white light every six seconds*, thus:

Light, 3 sec.	eclipse, 3 sec.
------------------	--------------------

Charts affected.—No. 794, Pulo Berhala to Cape Rachado.
„ 1355, Malacca strait.

Publication.—China Sea Pilot, Vol. I., 1916, page 123.

Authority.—Hague Notices Nos. 687 and 814 of 1922. (*H. 2232-22.*)

AUSTRALIA, EAST COAST—HOME ISLANDS.

Clerke Island Light—Amended Position.

No. 259 (*first publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 728 of 1922), are republished:—

Position.—At a distance of about $1\frac{1}{2}$ cables southward from charted position, on the rocks off the south-eastern side of Clerke island.

Lat. $11^{\circ} 58' S.$, long. $143^{\circ} 17' E.$

Description.—A *flashing white light*.

Remarks.—The light is obscured from 034° through east to 139° .

Charts affected.—No. 3088, Plan of Home islands anchorage.
„ 2920, Cape Direction to Cape Grenville.
„ 2354, Cape Grenville to Booby island.
„ 2919, Cape Grenville to Cape York.

Publications.—List of Lights, Part VI., 1922, No. 2750.

Australia Pilot, Vol. IV., 1917, page 287; Supplement No. 3, 1921.

Authority.—H. M. A. S. *Geranium*, Remark Book, 1921. (*H. 2538-22.*)

SOUTH AFRICA—CAPE OF GOOD HOPE, ALGOA BAY.

Port Elizabeth—Anchorage Lights established.

No. 260 (*first publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 741 of 1922), are republished:—

(a) Front light:

Position.—At a distance of 1.70 cables 012° from the 182 ft. Δ situated south-eastward of Humewood.

Lat. $33^{\circ} 59' S.$, long. $25^{\circ} 39' E.$ (*approx.*).

Abridged description.—Lt. Occ. *R. ev. 5 sec., vis. 7 m.*

Characteristics:

Character.—Occulting red every five seconds, thus:

Light,	eclipse,
4 sec.	1 sec.

Visibility.—7 miles.*Structure.*—White wooden diamond-shaped beacon.

(b) Rear light:

Position.—At a distance of 1·30 cables 169° from front light.*Abridged description.*—Lt. Fl. ev. sec. vis. 7 m.

Characteristics:

Character.—Flashing white every second, thus:

Flash,	eclipse,
0·2 sec.	0·8 sec.

Visibility.—7 miles.*Structure.*—Black wooden diamond-shaped beacon with white diamond in centre.*Remarks.*—These lights in line bearing 169° are for the assistance of vessels when anchoring.*Char's affected.*—No. 641, Port Elizabeth.

„ 642, Algoa bay.

„ 2085, Cape St. Francis to Waterloo bay.

Publications.—List of Lights, Part VI., 1922, Nos. 26, 27.

Africa Pilot, Part III., 1915, pages 120 to 122.

Authority.—H.M.S., *Lowestoft*, Hyd. Note No. 1 of 1922, and Johannesburg Notice No. 196 of 1922. (*H.* 2469-22.)

CHINA, EAST COAST—HAITAN ISLAND, NORTH-EAST COAST.

Cust Island—Shoal reported south-eastward of.*No. 261 (first publication).*—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 742 of 1922), are republished:—*Position.*—Cust island Δ , lat. 25° 39' N., long. 119° 48' E. (*approx.*).*Details.*—A shoal which has not been examined, is reported to exist south-eastward of Cust island. The undermentioned depths are to be placed on the charts and enclosed by a 5-fathom contour line:—

Distance and bearing from Cust island 170 ft. Δ		Depth.
(a) 12·2 cables 115°	...	3 fathoms (5 ^m 5).
(b) 10·3 cables 118°	...	3 fathoms (5 ^m 5).
(c) 8·8 cables 121°	...	2½ fathoms (5 ^m 0).

Note.—The note “*Reported (1922)*” is to be inserted against this shoal on the charts.*Charts affected.*—No. 1985, Hai tan strait.

„ 1761, Ocksen islands to Tung yung.

Publication.—China Sea Pilot, Vol. V., 1912, page 162.*Authority.*—H.M.S. *Foxglove*, Hyd. Note No. 1 of 1922. (*H.* 1709-22.)

TASMANIA, NORTH COAST.

River Mersey Entrance—Amendments to Chart.

No. 262 (first publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 749 of 1922), are republished :—

Position.—West Devonport railway station, lat. $41^{\circ} 11' S.$, long. $146^{\circ} 24' E.$ (*approx.*).

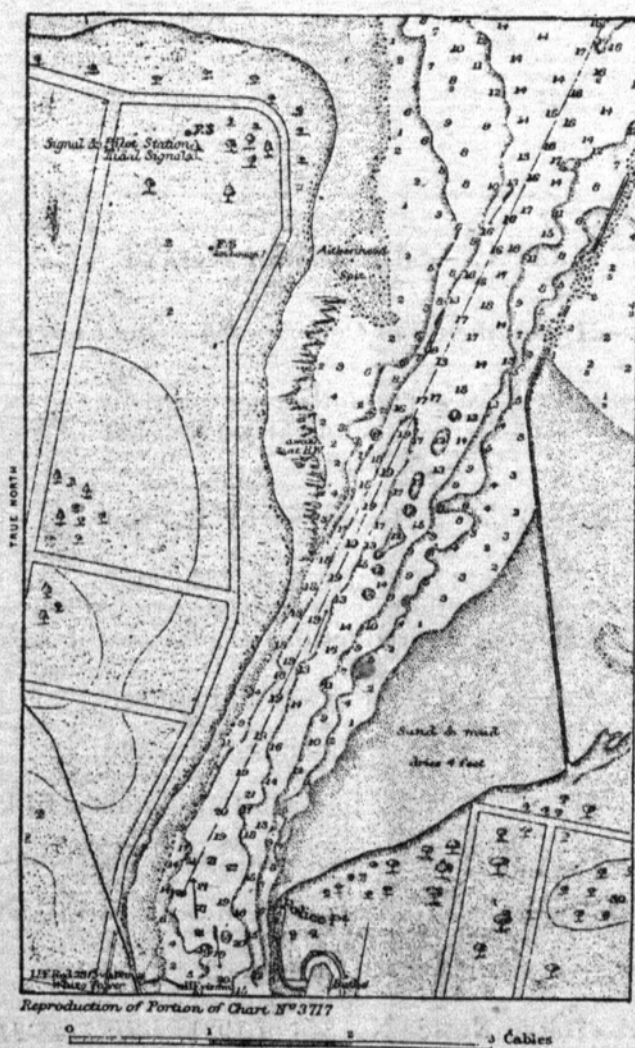
Details.—The accompanying reproductions of portions of the plan of the River Mersey on chart No. 3717 show the necessary corrections to that plan with regard to depths, the positions of dolphins, &c., and new wharfs which have been constructed at West Devonport.

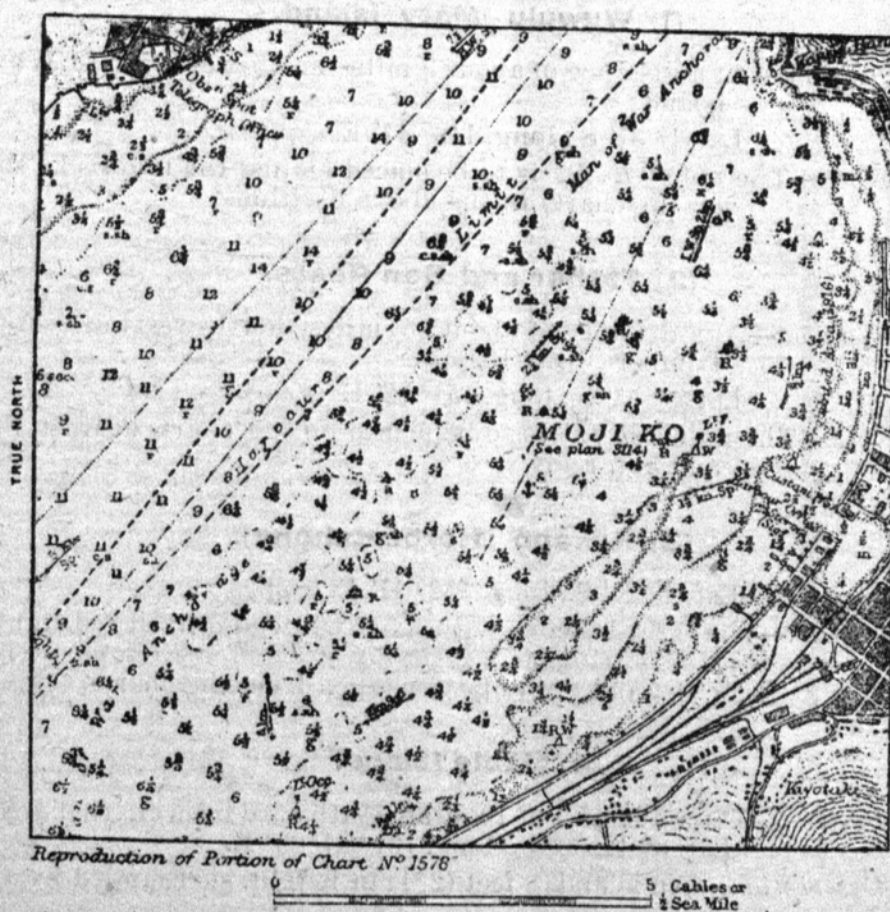
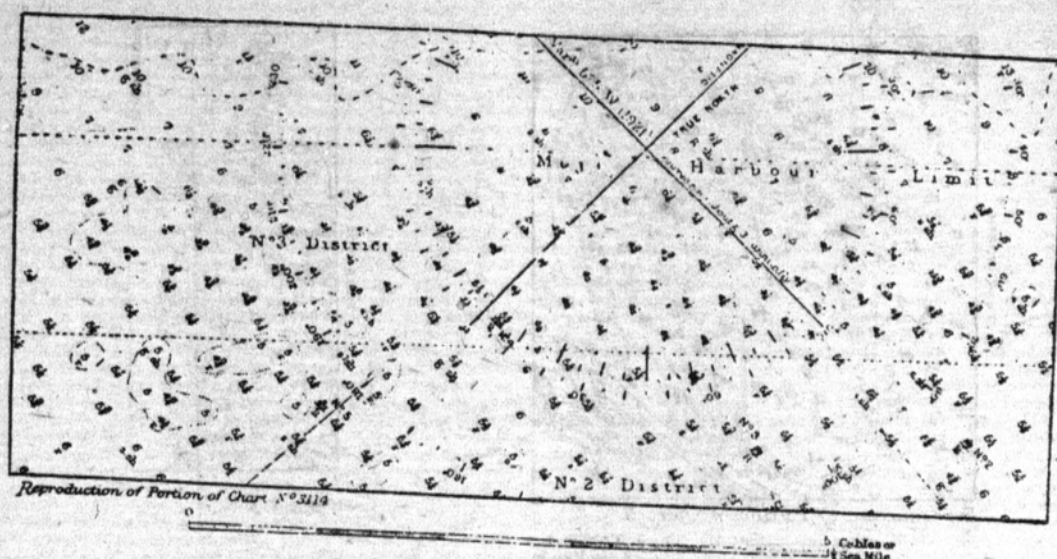
Remarks.—It will be seen from the reproductions that the depth in the entrance channel has decreased.

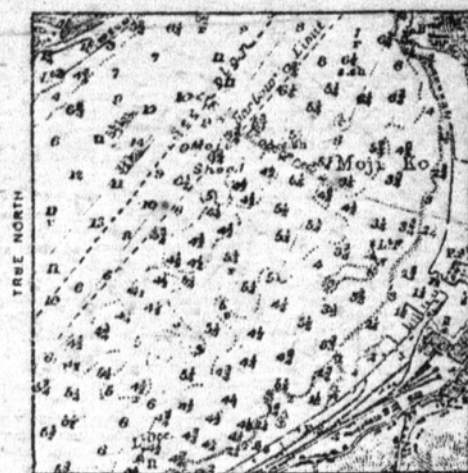
Chart affected.—No. 3717, Plan of the River Mersey.

Publication.—Australia Pilot, Vol. II, 1918, page 275.

Authority.—Marine Board of Mersey, Tasmania. (*H. 1831-22.*)







Reproduction of Portion of Chart No 532

5 Cables or
1/2 Sea Mile



Reproduction of Portion of Chart No 127

SOUTH PACIFIC OCEAN—NEW GUINEA (PAPUA), NORTH-EAST COAST,
BISMARCK ARCHIPELAGO.

- (1) *Wuwulu (Maty) Island*—*Existence of Rocks north-westward of, doubtful.*
- (2) *Father and Son reefs*—*Existence doubtful.*
- (3) *Kokopo (Herbertshohe)*—*Leading lights discontinued.*
- (4) *Sable island*—*Amended position.*

No 264 (first publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 751 of 1922), are republished:—

(1) **Wuwulu (Maty) island.**

Position.—At a distance of about 9 miles north-westward of Wuwulu island.

Lat. $1^{\circ} 37' S.$, long. $142^{\circ} 41' E.$ (*approx.*).

Note.—The note “E. D.” is to be placed against the two rocks shown on the charts in the above position.

(2) **Father and Son Reefs.**

Position.—At a distance of about 33 miles north-westward of Cape Lambert, New Britain.

Lat. $3^{\circ} 55' S.$, long. $151^{\circ} 02' E.$ (*approx.*).

Note.—The note “E. D.” is to be placed on the charts against Father and Son reefs.

(3) **Kokopo (Herbertshohe).**

Position.—Lat. $4^{\circ} 20' S.$, long. $152^{\circ} 17' E.$ (*approx.*).

Details.—The light-beacons with fixed white and fixed red lights, in line bearing 206° , formerly situated at Kokopo, no longer exist and are to be expunged from the charts.

(4) **Sable Island.**

Position.—At a distance of 10 miles southward from charted position.

Lat. $3^{\circ} 42' 30'' S.$, long. $154^{\circ} 41' 06'' E.$

Description.—An island, 8 feet (2^m4) in height, surrounded by a reef.

- Charts affected.*—No. 524, Blanche bay, with plan of Kokopo. (3).
 „ 3553, Gazelle peninsula and St. George's channel. (2) and (3).
 „ 2766, North-east coast of New Guinea, &c.
 „ 2759a, Australia—northern portion. (1) and (2).
 „ 780, Pacific ocean—south-west sheet. (1), (2), and (4).

Publications.—List of Lights, Part VI., 1922, Nos. 2780, 2781.
 Pacific Islands Pilot, Vol. I., 1921, pages 515, 543, 544, 554, 594.

Authority.—Hydrographic Department. (H. 1922-22).

JAVA, NORTH COAST.

Panarukan Road—Existence of Shoal.

No. 265 (first publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 752 of 1922), are republished :—

Position.—At a distance of 1·22 miles 313° from Panarukan flashing white light.

Lat. $7^{\circ} 41' S.$, long. $113^{\circ} 55' E.$ (approx.).

Depth.— $3\frac{1}{2}$ fathoms (6^m9).

Charts affected.—No. 3672, Plan of Panarukan road.

„ 1654, Island of Java—eastern portion.

Publications.—Eastern Archipelago Pilot, Part II, 1913, page 148 ; Supplement No. 5, 1921.

Authority.—Netherlands Government chart. (H. 2480-22.)

CHINA, NORTH COAST—CHEFOO HARBOUR APPROACH.

Kung Tung Tao—Wreck south-eastward of.

No. 266 (first publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 753 of 1922), are republished :—

Position.—At a distance of 1·51 miles 150° from Kung tung tao light-house.

Lat. $37^{\circ} 32' N.$, long. $121^{\circ} 32' E.$ (approx.).

Description.—Sunken wreck of a large junk, with masts showing above water.

Remarks.—The wreck is marked by a red flag by day and a red light by night, but owing to the exposed position of the wreck no reliance must be placed on this marking.

Charts affected.—No. 1260, Ching tsu shan to Chefoo bluff.

„ 1255, Kyau chau bay to Lai chau bay.

Authority.—Shanghai Notice No. 624, dated 25th March 1922. (H. 2615-22.)

INDIA, WEST COAST.

Buoys between Alibag and Bhatkal removed.

No. 267 (first publication).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 51M. of 1922), are republished :—

Details.—The following buoys were removed from their positions for the south-west Monsoon on the dates noted against them.

Alibag Reef Buoy	...	17th May 1922.
Bankot Creek Buoy	...	10th „ „
Ambalgarh Reef Buoy	...	18th „ „
Malvan Rajkot Rock Buoy	...	28th „ „
Malvan Harbour Buoy	...	31st „ „
Malvan Johnston Castle Rock Buoy	...	31st „ „
Malvan Outer Rock Buoy	...	17th „ „
Bubra Rock Buoy	...	15th „ „
Vengurla Harbour Buoy	...	17th „ „
Modeshwar Dart Rock Buoy	...	17th „ „
Bhatkal Rock Buoy	...	16th „ „

Authority.—The Commissioner of Customs, Salt and Excise, Bombay, dated 13th June 1922.

INDIA, WEST COAST—GULF OF KUTCH.

Beit Harbour.—Buoys and Beacon established.

No. 268 (first publication).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 53M. of 1922), are republished :—

(a) Buoys—

Details.—The following buoys have been laid at Beit Harbour :—

(i) Buoy No 1.—Black Conical.

Position.—Lat. $22^{\circ} 30' 50''$ N.

Long. $69^{\circ} 05' 25''$ E.

005° , distant 15.5 cables from Samiani Island Light-house.

(ii) Buoy No. 2.—Black Conical.

Lat. $22^{\circ} 29' 30''$ N.

Long. $69^{\circ} 05' 40''$ E.

060° , distant 4 cables from Samiani Island Light-house.

(iii) Buoy No. 3.—Red Conical.

Lat. $22^{\circ} 29' 10''$ N.

Long. $69^{\circ} 04' 30''$ E.

254° distant 6.5 Cables from Samiani Island Light-house.

(iv) Buoy No. 4.—Red Conical.

Position.—Lat. $22^{\circ} 28' 10''$ N.

Long. $69^{\circ} 05' 00''$ E.

189° , distant 11.5 cables from Samiani Island Light-house.

(b) Beacon—

Details.—After the S. W. Monsoon a beacon as described below will be erected on the N. E. Point of Samiani Reef.

Position.—Lat. $22^{\circ} 29' 30''$ N.

Long. $69^{\circ} 05' 30''$ E.

47° , distant 2.9 cables from Samiani Island Light-house.

Description.—A beacon in the form of a circular disc $4' 0''$ in diameter, painted red and carried on an angle iron frame. The centre disc will be about $15' 0''$ above high water level and about $27' 0''$ above top of reef.

Charts affected.—No. 47, Beit Harbour.

„ 43, Gulf of Kutch.

„ 39, Sind and Kutch Coasts.

„ 826, Karachi to Vengurla.

„ 1012, Arabian Sea.

Publication.—West Coast of India Pilot, 1919, page 301.

Authority.—Bombay Steam Navigation Company, Bombay, 8th June 1922.

The 23rd June 1922.

• BAY OF BENGAL—BURMA COAST.

Caution. *Gulf of Martaban—Report of a Mud Volcano.*

No. 245 (second publication).—

Subject.—The Master of the SS. “Ekma” reports having passed on the 19th June 1922 at 7-15 A.M. an active mud volcano in the following position. This volcano appeared about 100 yards in extent and threw up muddy water about 20 feet in the air, also quantities of steam.

Position.—Lat. $15^{\circ} 54'$ N., long. $96^{\circ} 02'$ E. (*approx.*).

Caution.—Mariners are hereby warned.

Remarks.—A further telegraphic communication, dated 23rd June 1922, was received from the Principal Port Officer, Burma, stating that a thorough search by Commanding Officer, “Clive” does not disclose alteration in soundings on chart in the vicinity of lat. $15^{\circ} 54'$ N., long. $96^{\circ} 02'$ E.

Charts affected.—No. 823, Koronge island to White point.

„ 830, Bassein river to Pulo Penang.

„ 70, Bay of Bengal.

Authority.—Principal Port Officer, Burma, Rangoon, telegrams dated 20th and 23rd June 1922.

RED SEA, WESTERN SHORE.

Sanganeb Reef Lighthouse—Fog-Signal established.

No. 246 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 694 of 1922), are republished:—

Position.—Lat. $19^{\circ} 43'$ N., long. $37^{\circ} 26'$ E. (approx.).

Description.—A horn sounding *one* blast of *ten seconds'* duration every five minutes.

Charts affected.—No. 81, Mersa Darür to Trinkitat.

„ 8c, Red sea—sheet 3.

„ 2523, Red sea.

Publications.—List of Lights, Part V, 1922, No. 2178.
Red sea, &c., Pilot, 1921, page 166.

Authority.—Alexandria Notice No. 2 of 1922. (H. 2300-22.)

SOUTH PACIFIC OCEAN—FIJI ISLANDS.

(1) *Viti Levu, North Coast—Beacons established.*

(2) *Vanua Levu, North Coast—Non-existence of buoys.*

No. 247 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 696 of 1922), are republished:—

(1) *Viti Levu, North Coast:—*

(a) *Position.*—On the edge of the 3-fathom contour line northward of the entrance to Ba river, in the position formerly occupied by the black can buoy which has been withdrawn.

Lat. $17^{\circ} 25'$ S., long. $177^{\circ} 40'$ E. (approx.).

Description.—An iron tripod beacon.

(b) *Position.*—On Davy rock.

Lat. $17^{\circ} 22'$ S., long. $177^{\circ} 51'$ E. (approx.).

Description.—An iron staff.

(2) *Vanua Levu, North Coast.*

(a) *Position.*—Marking the 2-fathom rock situated about $1\frac{1}{2}$ miles westward of Tuna islet.

Lat. $16^{\circ} 27'$ S., long. $178^{\circ} 56'$ E. (approx.).

Description.—Not stated.

Note.—The note “P.D.” is to be substituted for “Reported” against this rock on the chart.

(b) *Position.*—Near the south-western end of Jubilee shoal.

Lat. $16^{\circ} 22'$ S., long. $179^{\circ} 18'$ E. (approx.).

Description.—A white buoy.

(c) *Position.*—Near the southern part of Wilson shoals.

Lat. $16^{\circ} 22'$ S., long. $179^{\circ} 19'$ E. (approx.).

Description.—A white buoy.

Remarks.—The above buoys are no longer in position and are to be expunged from the chart.

Charts affected.—No. 379, Vatu Ira channel, with adjacent coasts. (1).

„ 382, Vanua Levu (central portion), &c. (2).

Authority.—Hydrographic Department. (H. 2061-22.)

RED SEA.

Port Sudan to Aden—Further Information with regard to Cable Buoys.

No. 248 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 704 of 1922), are republished:—

Former Notice.—No. 429 of 1922. (*This office No. 162 of 1922*); hereby cancelled.

Details.—Four of the five buoys, which were temporarily established in connection with the work of laying a new cable between Port Sudan and Aden, have now been withdrawn.

The only buoy still in position is situated in lat. $13^{\circ} 05' 00''$ N., long. $43^{\circ} 07' 45''$ E.; this buoy is no longer lighted.

Note.—Further Notice will be given when the remaining buoy has been withdrawn.

Charts temporarily affected.—No. 3180, Straits of Bab-el-mandeb and approaches.

„ 8e, Red sea—sheet V.

„ 2523, Red sea.

Charts which were temply. affected.—No. 164, Massawa channel.

„ 81, Mersa Darúr to Trinkitat.

„ 8c, Red sea—sheet III.

„ 8d, Red sea—sheet IV.

„ 6b, Gulf of Aden—western portion.

„ 1012, Arabian sea.

Publication.—Red Sea. &c., Pilot. 1921, page 35.

Authority.—Eastern Telegraph Company. (*H. 1314-22.*)

CHINA SEA—SINGAPORE, KEPPEL HARBOUR.

Middle Channel—Caution with regard to Depth.

No. 249 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 705 of 1922), are republished:—

Position.—Tembaga rocks south-eastern beacon, lat. $1^{\circ} 16' N.$, long. $103^{\circ} 51' E.$ (*approx.*).

Details.—Depths less than those shown on the charts are reported to exist in Middle channel.

Note.—The note “*Reported to have shoaled (1921)*” is to be inserted on the charts.

Charts affected.—No. 2023, Singapore—Keppel harbour.

„ 1995, Singapore road.

Publication.—China Sea Pilot, Vol. I, 1916, page 272.

Authority.—Captain W. R. Le Mare, Master of the SS. *Egypt*. (*H. 2296-22.*)

CHINA SEA—GULF OF SIAM, KOH SICHANG HARBOUR APPROACH.

Hin Kong Nok—New Buoy established.

No. 250 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 706 of 1922), are republished:—

Position.—On the western side of Hin kong nok, in the position formerly occupied by the black and white chequered buoy which has disappeared.

Lat. $13^{\circ} 12' N.$, long. $100^{\circ} 47' E.$ (*approx.*).

Description.—A red conical buoy.

Charts affected.—No. 3727, Plan of Koh Sichang harbour.
„ 2720, Koh Ta kut to Cape Liant.

Publication.—China Sea Pilot, Vol. III, 1912, page 167.

Authority.—Bangkok Notice No. 27 of 1922. (*H. 2527-22.*)

AFRICA, SOUTH-EAST COAST.

East London Harbour Entrance—Light established.

No. 251 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 711 of 1922), are republished:—

Position.—On the extension of the South breakwater, at a distance of 3.83 cables 083° from the front leading light situated close eastward of the Port Office.

Lat. $33^{\circ} 02' S.$, long. $27^{\circ} 55' E.$ (*approx.*).

Abridged description.—Lt. Fl. ev. 10 sec., 35 ft., vis. 10 m.

Characteristics:

Character.—Flashing white every ten seconds, thus:

Flash,	eclipse,
2 sec.	8 sec.

Elevation.—35 feet (10m7).

Visibility.—10 miles.

Structure.—Circular tower painted in black and white horizontal bands.

Remarks.—The South breakwater has been completed to within about 200 feet (61 0) of its proposed length. The outer length of 200 feet should be retained on the chart in pecked lines.

Note.—The note “Under construction” against the breakwater-extension is to be expunged from the chart.

Charts affected.—No. 1843, Approaches to East London harbour, with plan.

„ 2086, Waterloo bay to Bashee river.

„ 2095, Hondeklip bay to Port Natal.

Publications.—List of Lights, Part VI, 1922, No. 37.

Africa Pilot, Part III, 1915, page 143.

Authority.—General Manager, South African Railways and Harbours. (*H. 159-22.*)

NORTH PACIFIC OCEAN—MARIANA (LADRONE) ISLANDS.

Beatrice Reef to be expunged from Charts.

No. 252 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 713 of 1922), are republished :—

Position.—Lat. $16^{\circ} 32'$ N., long. $143^{\circ} 14'$ E. (*approx.*).

Details.—Beatrice reef has been unsuccessfully searched for, and is to be expunged from the charts.

Charts affected.—No. 1101, Mariana or Ladrone islands.

„ 781, Pacific ocean—north-west sheet.

„ 2483, Atlantic and Indian oceans. &c.

„ 2683, Pacific ocean.

„ 2937, Oceanic soundings, Indian and Western Pacific oceans.

Publication.—Pacific Islands Pilot, Vol. I, 1921, page 657.

Authority.—Tokyo Notice No. 65 of 1922. (*H. 2339-22.*)

SUMATRA, WEST COAST—SIBERUT ISLAND.

Katorei Bay Entrance—Existence of Shoal.

No. 253 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 714 of 1922), are republished :—

(a) *Position.*—At a distance of 3.80 cables 113° from the south-eastern of the two drying rocks situated southward of Lebu island.

Lat. $1^{\circ} 47'$ S., long. $99^{\circ} 17'$ E. (*approx.*).

Depth.—2 fathoms (3^m7).

(b) *Position.*—At a distance of one cable 180° from (a).

Depth.— $1\frac{1}{2}$ fathoms (3^m2).

Chart affected.—No. 2284, Plan of entrance to Katorei bay.

Publication.—China Sea Pilot, Vol. I, 1916, page 457.

Authority.—Netherlands Government Chart. (*H. 1415-22.*)

BAY OF BENGAL—BURMA, COAST OF TENASSERIM.

Mergui Harbour—Light Unreliable.

No. 254 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 722 of 1922), are republished :—

Position.—On the beacon situated off Kalwin point.

Lat. $12^{\circ} 29'$ N., long $98^{\circ} 36'$ E. (*approx.*).

Description.—A fixed white light.

Note.—The note “*Rep^d unreliable (1922)*” is to be placed against this light on the charts.

Charts affected.—No. 218, Mergui harbour.
 „ 1075, Approaches to Mergui harbour.
 „ 216a, Loughborough island to Mergui.
 „ 824, White point to Mergui.

Publications.—List of Lights, Part VI, 1922, No. 668.
 Bay of Bengal Pilot, 1910, page 525.
 Bay of Bengal Pilot, 1921 (*in press*).

Authority.—Director, Royal Indian Marine. (H. 2572-22.)

INDIA, WEST COAST.

Goa, Mandori river entrance—Annual extinction of leading lights.

No. 255 (second publication).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 49M. of 1922), are republished :—

Details.—The Captain of the Ports for Portuguese India has notified that the light houses of Campal, Malim, Reis Magos Verme and Marca Tejo will not be lighted from the 15th June to the 15th August 1922, owing to the impracticability of the bar for navigation during the South-West Monsoon.

Charts temporarily affected.—No. 492, Aguada to St. George Island.
 „ 740, Achra River to Cape Ramas.

Authority.—His Britannic Majesty's Consul for Goa, dated 31st May 1922.

INDIA, WEST COAST—KATHIAWAR COAST.

Diu Harbour—Annual extinction of Leading lights.

No. 256 (second publication).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 50M. of 1922), are republished :—

Details.—The Captain of the Ports for Portuguese India has notified that the lights of Forte de Mar, Couraca and Forte de Simbor will be kept extinguished from the 15th June to the 31st August 1922.

Chart temporarily affected.—No. 50, Diu Head to Gopnath point.

Authority.—His Britannic Majesty's Consul for Goa, dated 31st May 1922.

The 16th June 1922.

BAY OF BENGAL.

HUGLI RIVER.

Gabtola Channel light-vessel—Alteration in position.

No. 244-I. (third publication).—

Former Notice.—No. 170-I. of 1921.

Subject.—The Gabtola light-vessel has been moved to the following position.

Position.—Lat. $21^{\circ} 47' 46''$ N., long. $88^{\circ} 02' 11''$ E.

Visibility.—10 miles.

Remarks.—The other characteristics of the light are unaltered.

Charts affected.—No. 136, River Hugli.

„ 814, The Sandheads—False Point to Matla river.

Publications.—List of Lights, Part VI, 1922, No. 616.

Bay of Bengal Pilot, 1910, page 300; Supplement No. 5, 1920.

Authority.—Deputy Conservator of the Port of Calcutta.

P. G. GLANVILLE, COMMANDER, R.I.M.,

Deputy Port Officer of Calcutta.



The Calcutta Gazette

WEDNESDAY, JULY 26, 1922.

APPENDIX.

NOTICES TO MARINERS.

The following Notices are republished for general information.

P. G. GLANVILLE, COMMANDER, R.I.M.,

Deputy Port Officer of Calcutta.

H. E. SPRY,

Secretary to the Government of Bengal

Marine Department (offg.).

CALCUTTA, the 14th July 1922.

SUMATRA, WEST COAST.

(1) *Tarusan Bay—Amendment to Chart with regard to Rocks and Shoals.*

(2) *Tabekat Bay approaches—Amendments to Chart with regard to Reefs and Shoals.*

No. 276 (first publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 820 of 1922), are republished:—

(1) **Tarusan Bay.**

Position.—Pulo Setan Kechil, lat. $1^{\circ} 13' S.$, long. $100^{\circ} 25' E.$ (*approx.*).

Details.—The accompanying reproduction of a portion of the plan of Tarusan bay on chart No. 1701 shows the necessary corrections to that plan with regard to rocks and shoals in the vicinity of Pulo Setan Kechil.

(2) **Tabekat Bay Approaches.**

Position.—Pulo Umana, lat. $1^{\circ} 03' S.$, long. $98^{\circ} 58' E.$ (approx.).

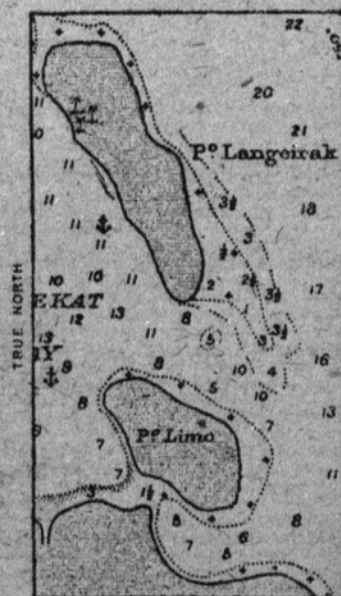
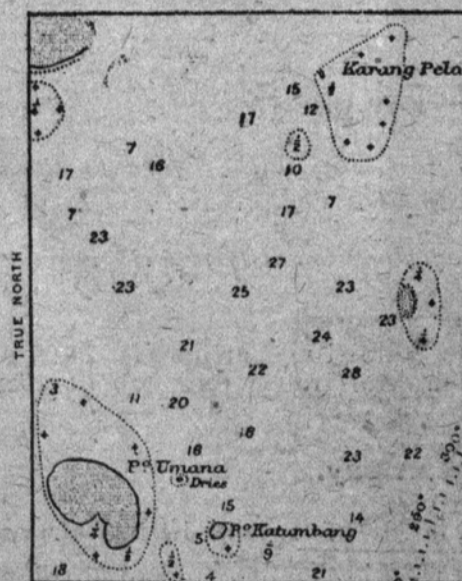
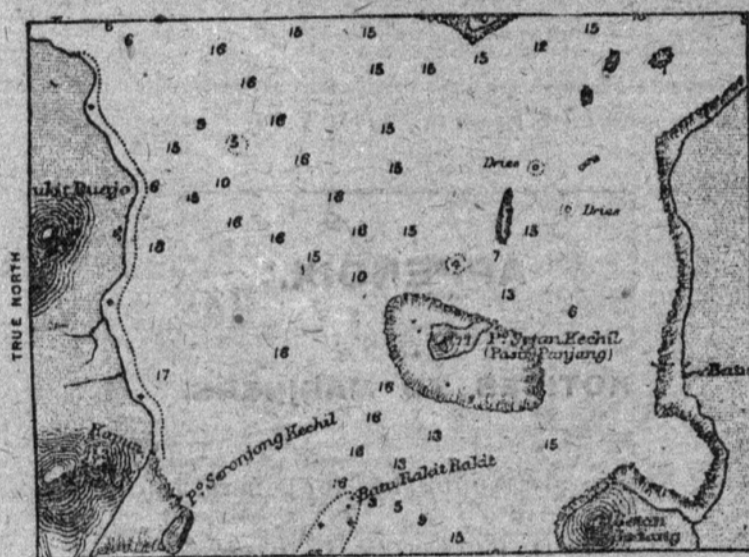
Details.—The accompanying reproduction of portions of the plan of Tabekat bay on chart No. 1701 shows the necessary corrections to that plan with regard to reefs and shoals in the approaches to Tabekat bay.

Note.—From the reproduction it will be observed that the alternative names of certain islands have been omitted.

Chart affected.—No. 1701, Plans of Tarusan bay and Tabekat bay.

Publication.—China Sea Pilot, Vol. I., 1916, pages 387, 454, 455.

Authority.—Netherlands Government Charts. (H. 1387 & 1431-22.)



Reproduction of Portions of Chart No. 1701.

Cables 10 6 0 1 Sea Mile

AFRICA, EAST COAST—TANGANYIKA TERRITORY.

Dar-Es-Salaam—Position of Sunken Dock.

No. 277 (*first publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 821 of 1922), are re-published:—

Position.—East Ferry point, lat. $6^{\circ} 50' S.$, long. $39^{\circ} 18' E.$ (*approx.*).

Details.—The accompanying reproduction of portions of chart No. 674 show the necessary amendments concerning the position of the sunken dock at the entrance of Dar-es-Salaam, and depths in vicinity.

Chart affected.—No. 674, Dar-es-Salaam, with plan.

Publications.—Africa Pilot, Part III., 1915, page 377; Supplement 1921, page 31.

Authority.—Marine Department, Dar-es-Salaam. (H. 2070-22.)



Reproduction of Portions of Chart No. 674

0 5 10 Cables
1 Sea Mile

JAPAN—INLAND SEA.

Aki Nada—Existence of Rocks and Shoals ; Amended Depths over certain Shoals.

No. 278 (*first publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 823 of 1922), are republished :—

Positions.		Depth, &c.	Name.
Lat. N.	Long. E.		
(a) 33° 58' 32"	132° 44' 25"	6½ fathoms (12 ^m 3), rock.	Meishi dashi
(b) 33° 57' 19"	132° 41' 59"	16 " (29 ^m 3), "	Okino iwa.
(c) 33° 50' 59"	132° 30' 24"	24 " (4 ^m 1), "	Un-named.
(d) 33° 54' 37"	132° 31' 46"	5 " (9 ^m 1), "	Okino ishi.
(e) 33° 59' 06"	132° 31' 21"	10 " (18 ^m 3), "	Giza dashi.
(f) 33° 58' 59"	132° 31' 27"	15 " (27 ^m 4), "	Tateba dashi.
(g) 33° 56' 20"	132° 27' 46"	2 " (3 ^m 7), "	Asaishino se.
(h) 33° 51' 52"	132° 37' 36"	9 " (16 ^m 5), sand.	Un-named.
(i) 33° 57' 52"	132° 33' 14"	8 " (14 ^m 6), "	Yoko se.
(j) 33° 55' 59"	132° 30' 18"	14 " (25 ^m 6), cables.	Un-named.

Remarks.—With reference to the following shoals the depths given above are to be substituted for the soundings previously shown on the charts in these positions.

(c) Insert 24 fathoms and delete 16 fathoms.

(f) " 15 " " " 16 "

(g) " 2 " " " 4½ "

(i) " 8 " " " 10 "

With regard to (i) the depth of 10 fathoms was not formerly shown on some copies of the charts.

Note.—The positions given above refer to the largest scale charts affected with the exception of shoal (h) which is situated 1.64 miles 192° from the lighthouse on Tsuru sima on the plan on chart No. 694. The note "P A" is to be inserted against it on this chart.

Charts affected.—No. 83, Gogo shima to Miyo shima. (a), (b), (h),
 " 3154, Ominase to Gogo shima. (b), (c), (d), (e),
 (f), (g), (h), (i), (j).
 " 3469, Hiroshima wan. (d), (e), (f), (g), (i), (j).
 " 2875, Nakai (seto uchi) or Inland sea. (a), (b),
 (c), (d), (e), (g), (h), (i), (j).
 " 694, Plan of Gogo Sima and Horiyé anchor-
 ages. (h).

Publication.—Japan Pilot, 1914, pages 364, 367, 368, 369, 370, 371.

Authority.—Tokyo Notice No. 85 of 1922. (H. 2341-22.)

CHINA, EAST COAST.

Hongkong Harbour—Amendment to Charts with regard to Depths in Dockyard Camber.

No. 279 (*first publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 833 of 1922), are republished :—

Position.—Royal Naval Yard, lat. 22° 17' N., long. 114° 10' E. (approx.).

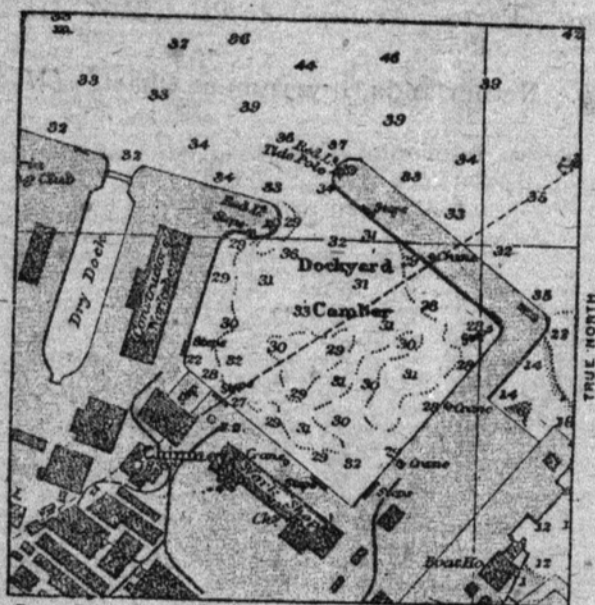
Details.—Amendment to the charts with regard to depths in the Dockyard camber, embodying the latest information received, is shown on the accompanying reproduction of portions of charts Nos. 1459, 3280, 3279.

It will be seen that the depths have slightly decreased.

Charts affected.—No. 1459, Hongkong harbour.
 „ 3280, Hongkong waters—west.
 „ 3279, Hongkong waters—east.
 „ 1466, Hongkong.
 „ 3605, Hongkong to Mirs bay.

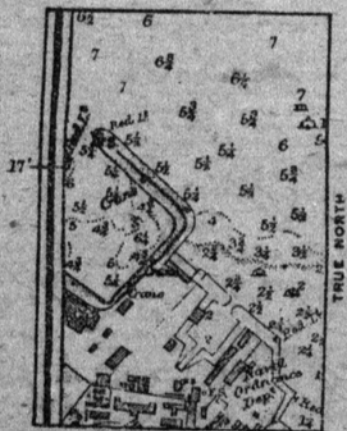
Publication.—China Sea Pilot, Vol. III., 1912, page 506.

Authority.—H. M. Surveying Vessel *Merlin*. (H. 2238-22.)



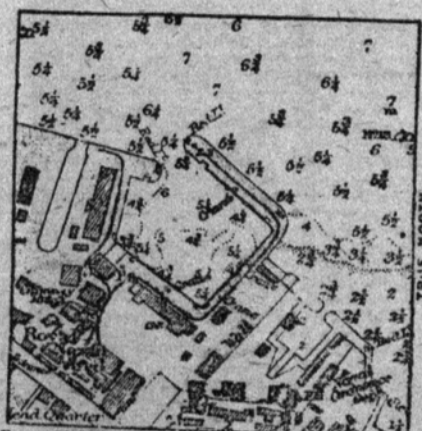
Reproduction of Portion of Chart N°1459

0 2 Cables



Reproduction of Portion of Chart N°3279

0 2 Cables



Reproduction of Portion of Chart N°3280

0 3 Cables

CELEBES, EAST COAST—PELING STRAIT.

Nonapetong Bay—Amendments to Chart with regard to Depths and additional Shoals.

No. 280 (first publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 835 of 1922), are republished:—

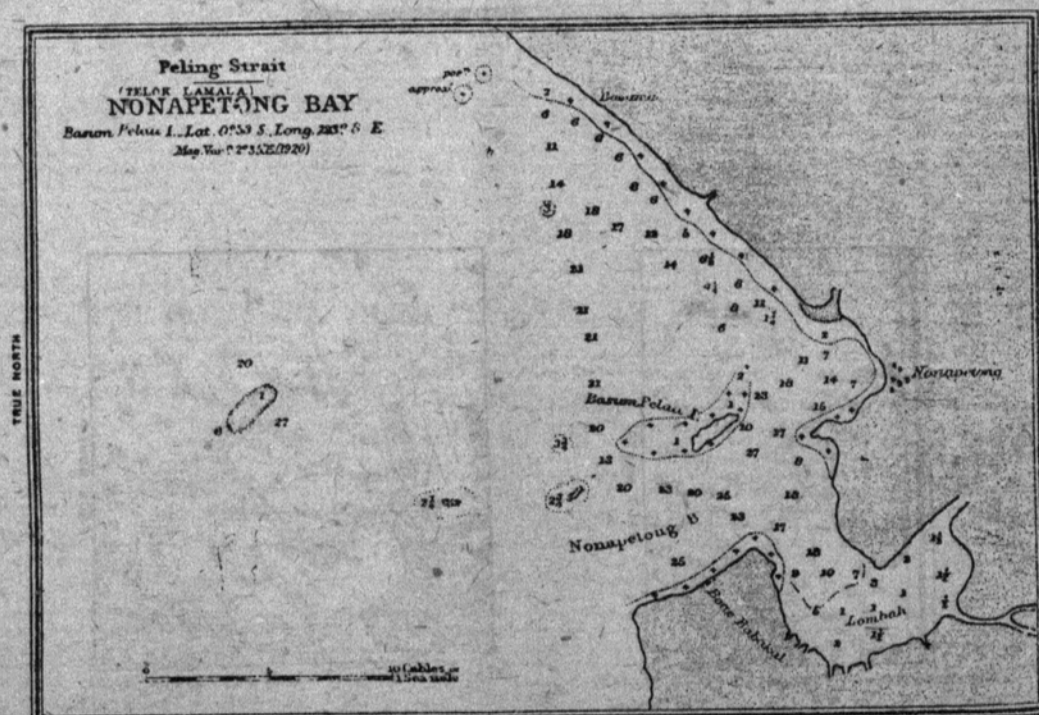
Position.—Basum Pelau island, lat. $0^{\circ} 53'$ S., long. $123^{\circ} 08'$ E. (approx.).

Details.—Amendments to the Chart with regard to depths and various additional shoals in Nonapetong bay, embodying the latest information received, are shown on the accompanying reproduction of the plan of the above bay on chart No. 2195.

Chart affected.—No. 2195, Plan of Nonapetong bay.

Publication.—Eastern Archipelago Pilot, Part II., 1913, pages 494, 495.

Authority.—Netherlands Government Chart. (H. 2361-22.)



Reproduction of Portion of Chart No. 2195

SOUTH PACIFIC OCEAN—NEW CALEDONIA, HAVANNAH PASSAGE.

Hydrography Shoal—Buoy to be expunged from Charts.

No. 281 (*first publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 836 of 1922), are republished :—

Position.—On the northern edge of Hydrography shoal.

Lat. $22^{\circ} 26'$ S., long. $166^{\circ} 55'$ E. (*approx.*).

Details.—The conical buoy with square topmark is reported to have disappeared, and is to be expunged from the charts.

Charts affected.—No. 2906, Isle of Pines to Uen island.

„ 936b, New Caledonia—south-east part.

Publication.—Pacific Islands Pilot, Vol. II., 1918, page 63.

Authority.—H. M. A. S. Melbourne, Remark Book, 1921. (*H. 2857-22.*)

NEW ZEALAND, SOUTH ISLAND—COOK STRAIT.

Pelorus Sound, Oke Rock—Beacon destroyed, Buoy established.

No. 282 (*first publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 846 of 1922), are republished :—

Position.—Oke rock, lat. $40^{\circ} 56'$ S., long. $174^{\circ} 03'$ E. (*approx.*).

Details.—The red beacon formerly situated on Oke rock has been destroyed and is to be erased from the charts. A pillar buoy, painted red, has been established at a distance of half a cable 094° from the rock.

Charts affected.—No. 2684, Cook strait anchorages—sheet 1.

„ 2685, Cook strait anchorages—sheet 2.

„ 695, Cook strait.

„ 2054, Cook strait and the coast to Cape Egmont.

„ 2616, Cape Foulwind to D'Urville island.

Publication.—New Zealand Pilot, 1919, pages 304, 305.

Authority.—Wellington Notice No. 14 of 1922. (*H. 2785-22.*)

NEW GUINEA, SOUTH-WEST COAST.

Merauke River—Alteration in Character of light.

No. 283 (*first publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 848 of 1922), are republished :—

Position.—On the eastern shore at the entrance to Merauke river.

Lat. $8^{\circ} 29'$ S., long. $140^{\circ} 22'$ E. (*approx.*).

New abridged description.—Lt. Fl. ev. 3 sec. 75 ft., vis. 14 m.

Alteration.—The character of the light has been altered from group occulting white to *flashing white every three seconds*, thus :

Flash,	eclipse,
1 sec.	2 sec.

The visibility of the light is now 14 miles.

Charts affected.—No. 447, Western approaches to Torres strait.
 „ 2759a, Australia—northern portion.
Publications.—List of Lights, Part VI., 1922, No. 2771.
 Australia Pilot, Vol. III., 1916, page 213.
Authority.—Hague Notice No. 854 of 1922. (*H.* 2719-22.)

PHILIPPINE ISLANDS.

Celebes Sea—Submarine Volcano reported.

No. 284 (first publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 849 of 1922), are republished:—

Position.—Lat. $3^{\circ} 58' 00''$ N., long. $124^{\circ} 10' 00''$ E., on chart No. 2575.

Description.—Submarine volcano.

Note.—The position on the charts is to be encircled by a danger line and the note *Submarine volcano repd.* (1922) is to be inserted against it.

Charts affected.—No. 2575, Eastern part of the Celébes sea.
 „ 943, Molucca passage to Manila.
 „ 1263, China sea.

Publication.—Eastern Archipelago Pilot, Vol. III., 1921, page 26

Authority.—Hydrographer, Royal Australian Navy. (*H.* 2941/22.)

JAPAN—INLAND SEA, HIROSHIMA WAN.

Nino Shima—Wreck north-westward of.

No. 285 (first publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 868 of 1922), are republished:—

Position.—At a distance of 9.75 cables 309° from the 905 ft. Δ near the northern end of Nino shima.

Lat. $34^{\circ} 20'$ N., long. $132^{\circ} 25'$ E. (*approx.*).

Description.—Sunken wreck of a vessel with one mast showing about 10 feet (3^m0) above water.

Charts affected.—No. 3469, Hiroshima wan.

„ 2875, Naikai (Seto uchi) or Inland sea

Authority.—Tokyo notice No. 135 of 1922. (*H.* 2947-22.)

AUSTRALIA—NORTH COAST.

Endeavour Strait—Amended Depths in Western Approach.

No. 286 (first publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 870 of 1922), are republished:—

Position.—Red Wallis Island, lat. $10^{\circ} 51'$ S., long. $142^{\circ} 01'$ E. (*approx.*).

Details.—The accompanying reproductions of portions of charts Nos. 437, 2375, 2354, 447 show the amended depths south-westward and southward of Rothsay banks in the western approach to Endeavour strait, as a result of a recent survey.

Charts affected.—No. 437, Albany pass to Booby island.

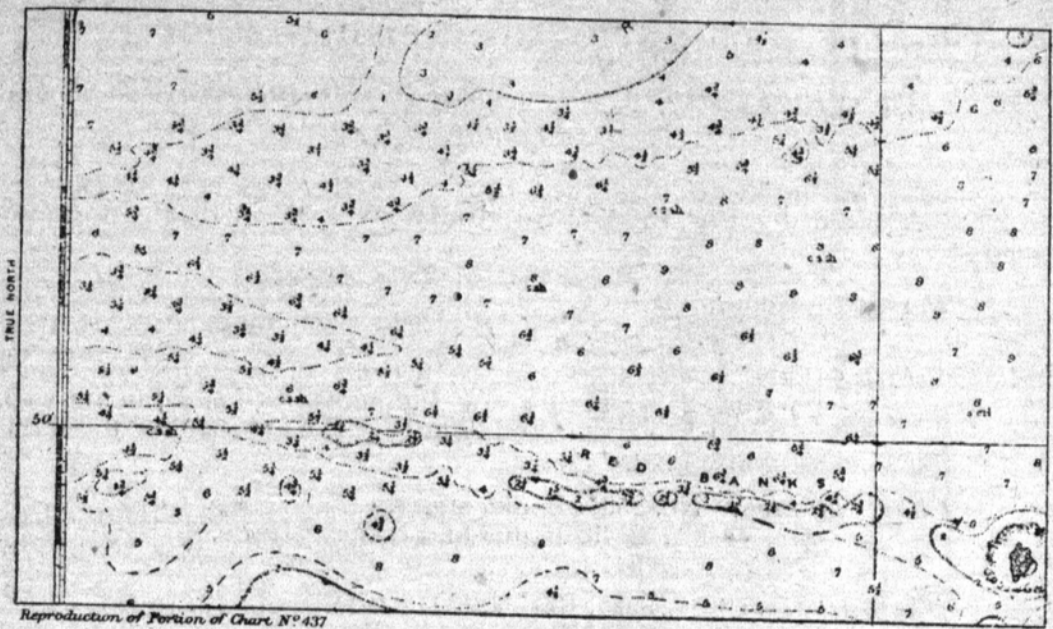
„ 2375, Torres strait—western channels.

„ 2354, Cape Grenville to Booby island.

„ 447, Western approaches to Torres strait.

Publication.—Australia Pilot, Vol. III., 1916, pages 223, 224.

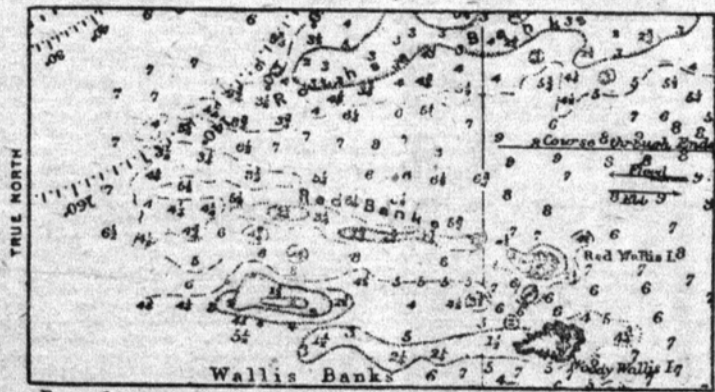
Authority.—H.M. Surveying Vessel *Fantome*. (*H.* 738-22.)



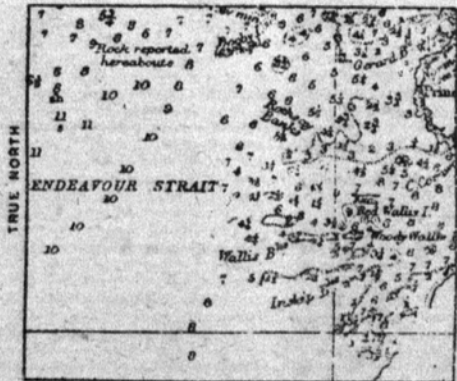
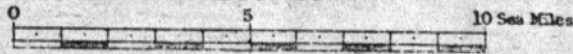
Reproduction of Portion of Chart N°437



Reproduction of Portion of Chart N°2375



Reproduction of Portion of Chart N°2354



Reproduction of Portion of Chart N°447



CHINA SEA—GASPAR STRAIT.

Banka Island, East Coast—Amendments to Charts with regard to Shoals and Depths.

No. 287 (first publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 871 of 1922), are republished:—

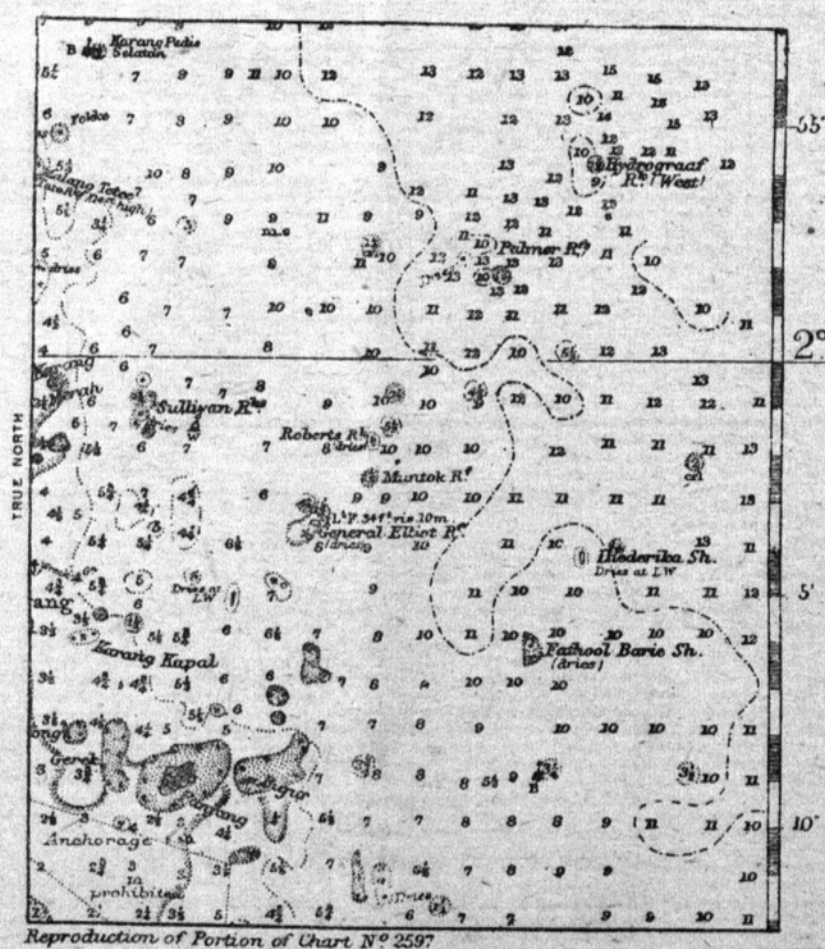
Position.—General Elliot reef, lat. $2^{\circ} 03' S.$, long. $106^{\circ} 20' E.$ (approx.).

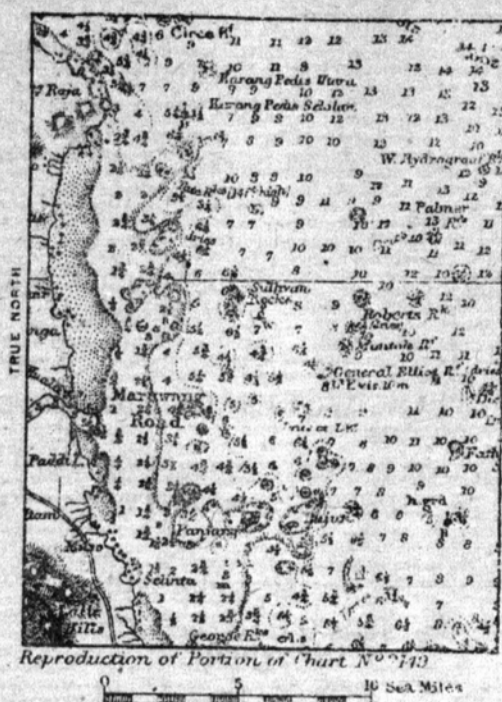
Details.—The accompanying reproductions of portions of charts Nos. 2597, 2149 show the necessary amendments with regard to shoals and depths in the approaches to Marawang road.

Charts affected.—No. 2597, Banka strait.
 „ 2149, Banka and Gaspar straits.
 „ 941a, Eastern Archipelago—sheet 1.

Publication.—China Sea Pilot, Vol. II., 1915, pages 174 to 181.

Authority.—Netherlands Government Charts. (H. 1628-22.)





JAPAN, SETO UCHI—GULF OF OSAKA.

Hyogo and Kobe Bays—Mooring Buoys established.

No. 288 (first publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 875 of 1922), are republished:—

- (a) *Position*.—At a distance of 4·50 cables 044° from Wada misaki lighthouse.

Lat. $34^{\circ} 39' N.$, long. $135^{\circ} 11' E.$ (approx.).

Description.—Mooring buoy No. 20.

- (b) *Position*.—At a distance of 2·90 cables 103° from the flashing green light on the northern end of East breakwater.

Lat. $34^{\circ} 41' N.$, long. $135^{\circ} 13' E.$ (approx.).

Description.—Mooring buoy No. 21.

Charts affected.—No. 2265, Kobe and Hyogo bays.

„ 16, Kobe and Osaka. (b).

Authority.—Tokyo Notice No. 139 of 1922. (H. 2949-22).

JAPAN, KOREA STRAIT—TSU SIMA.

Ko Zaki Lighthouse destroyed.

No. 289 (first publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 876 of 1922), are republished:—

Position.—On the southern extremity of Tsu sima.

Lat. $34^{\circ} 05' N.$, long. $129^{\circ} 13' E.$ (approx.).

Remarks.—“Destroyed (1922)” is to be inserted against the above lighthouse on the charts affected.

Note.—The signal station is temporarily discontinued.

Charts affected.—No. 2385, Tsu sima.

- „ 3366, Fusan harbour to Port Hamilton.
- „ 104, Korean archipelago, southern portion.
- „ 127, Hirado kaikyo to Shimonoseki kaikyo.
- „ 3480, Shantung promontory to Nagasaki.
- „ 1263, China sea.

Publications.—List of Lights, Part VI., 1922, No. 1908.
Japan Pilot, 1914, page 543.

Authority.—Tokyo, Department of Communications Notices Nos. 547 and 576 of 1922. (*H.* 2775-22.)

INDIAN OCEAN—MALDIVE ISLANDS, MALE ATOLL.

- (1) *Giravaru*—Islet reported southward of.
- (2) *Low Island*—~~Extension~~ of reef westward of.

No. 290 (first publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 883 of 1922), are republished:—

1 *Giravaru*.

Position.—Giravaru, lat. $4^{\circ} 12' N.$, long. $73^{\circ} 24' E.$ (*approx.*).

Details.—The existence of an islet is reported at a distance of 10 cables 193° from the centre of Giravaru from which position it extends in a south-easterly direction for a distance of 3 cables. The note "*Islet (posn. approx.) (repd. 1922)*" is to be inserted against this position on the chart.

Note.—The un-named reef, $2\frac{1}{2}$ miles in length, which is already shown on the chart eastward of the above islet, is to be connected from its eastern and western extremities to the south-eastern and north-western extremities of the islet referred to.

(2) *Low Island*.

Position.—Low island, lat. $4^{\circ} 24' N.$, long $73^{\circ} 20' E.$ (*approx.*).

Details.—The caution "*Reef extends further west than charted (1922)*" is to be inserted below the words "*Low Island with bushes*" on the charts.

Charts affected.—No. 3324, Malé and Fadiffolu atolls
„ 66b, Maldive islands—middle sheet.

Publication.—W. C. of India Pilot, 1919, page 370.

Authority.—H. M. S. *Comus* Hyd. Note No. 1 of 1922. (*H.* 2240-22.)

NORTH PACIFIC OCEAN—CAROLINE ISLANDS.

Oroluk Lagoon and Pigelot Island—Amended Positions.

No. 291 (first publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 884 of 1922), are republished:—

- (1) Oroluk lagoon, San Augustin island, south extreme:

Amended position.—Lat. $7^{\circ} 37' 37'' N.$, long. $155^{\circ} 09' 39'' E.$

Remarks.—The above amended position is to be inserted under the title of the plan of Oroluk lagoon on chart No. 982, in place of the position hitherto shown.

On charts Nos. 980 and 781 the following note is to be inserted against Oroluk lagoon:—

"*Lies about 7 miles westward of charted posn. (1922).*"

(2) Pigelot or Coquille island:

Amended position.—Lat. $8^{\circ} 05' 24''$ N., long. $147^{\circ} 38' 06''$ E.

Remarks.—The above amended position is to be inserted under the title of the plan affected on chart No. 772 in place of the position hitherto shown.

Charts affected.—No. 982, Truk or Hogolu islands, &c. (1).
 „ 980, Caroline islands. (1).
 „ 772, Plan of Pigelot or Coquille island. (2).
 „ 781, Pacific ocean—north-west sheet. (1).

Authority.—Tokyo Notices Nos. 145 and 159 of 1922. (H. 2950-22 & 3171-22.)

INDIA, WEST COAST.

Karachi, Manora point—Range Buoy permanently removed.

No. 292 (first publication).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 56M. of 1922), are republished:—

Position.—At a distance of 7,500 yards, 148° , from Manora point.
 Lat. $24^{\circ} 44'$ N., long. $67^{\circ} 01'$ E. (approx.).

Details.—The range-buoy in the above position has been permanently removed.

Chart affected.—No. 41, Cape Monze to Kediwari Mouth.

Publication.—West Coast of India, Pilot 1919, page 334.

Authority.—The Port Officer, Karachi, dated 20th June 1922.

GULF OF ADEN.

Aden Inner Harbour—Alteration in Buoyage.

No. 293 (first publication).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 57M. of 1922), are republished:—

(1) *Alteration in position of mooring buoys.*

(a) *Position.*—At a distance of about 2 cable north-westward from former position and 4.00 cables, 284° , from Clock Tower.

Description.—No. 1 mooring buoy.

(b) *Position.*—At a distance of about .9 cable south-westward from former position and 3.93 cables, 298° , from Clock Tower.

Description.—No. 3 mooring buoy.

(c) *Position.*—At a distance of about .6 cable north-westward from former position and 3.42 cables, 347° , from Clock Tower.

Description.—No. 5 mooring buoy.

(d) *Position.*—At a distance of about .4 cable north-eastward from former position and 3.16 cables, 019° , from Clock Tower.

Description.—No. 6, mooring buoy.

(e) *Position.*—At a distance of about .35 cable north-westward from former position and 6.76 cables, 036° , from Clock Tower.

Description.—No. 10 mooring buoy.

(2) *Alteration in position of Light Buoys.*

- (a) *Position.*—At a distance of about 1 cable north-westward from former position and 4.28 cables, $316\frac{1}{2}^{\circ}$, from Clock Tower.

Description.—Black buoy exhibiting a fixed green light.

- (b) *Position.*—At a distance of about 3 cable eastward from former position and 3.95 cables, 036° , from Clock Tower.

Description.—Red buoy exhibiting a fixed red light.

(3) *Buoys established.*

- (a) *Position.*—At a distance of about 2.5 cables, 014° , from Clock Tower.

Description.—Western Oil terminal Buoy.

- (b) *Position.*—At a distance of about 3.43 cables, $029\frac{1}{2}^{\circ}$, from Clock Tower.

Description.—Eastern Oil terminal Buoy.

(c) *Breast buoys for No. 6 buoy.*

- (I) *Position.*—At a distance of about 2.00 cables, 007° , from Clock Tower.

- (II) *Position.*—At a distance of about 2.91 cables, 021° , from Clock Tower.

- (III) *Position.*—At a distance of about 3.77 cables, 033° from Clock Tower.

Charts affected.—No. 3660, Aden Harbour.

„ 7, Aden Harbour and approaches.

Publication.—Red Sea, etc., 1921, page 435.

Authority.—The Port Officer, Aden, dated 24th June 1922.

the 7th July 1922.

SOUTH AFRICA—CAPE OF GOOD HOPE.

Storm River Approach—Bank reported.

No. 269 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 767 of 1922), are republished :—

Position.—At a distance of about $1\frac{1}{2}$ miles south-westward from the entrance to Storm river.

Lat. $34^{\circ} 02' 50''$ S., long. $23^{\circ} 53' 00''$ E., on chart No. 2084.

Depth.—13 fathoms (23^m8), rock and sand.

Remarks.—The bank is of small extent and breaks heavily in bad weather.

Note.—The note “*Breaks in heavy weather*” is to be inserted against this bank on chart No. 2084.

Charts affected.—No. 2084, Mossel bay to Cape St. Francis.

„ 2095, Hondeklip bay to Port Natal.

Publication.—Africa Pilot, Part III., 1915, page 111.

Authority.—King's Harbour Master, Simonstown. (H. 2573-22.)

SOUTH AUSTRALIA—SPENCER GULF.

Port Augusta Approach—Amended Position of No. 2 Light-Beacon.

No. 270 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 771 of 1922), are republished :—

Position.—At a distance of approximately 2·8 cables 014° from charted position.

Lat. $32^{\circ} 39' 15''$ S., long. $137^{\circ} 46' 06''$ E. (*approx.*), on chart No. 491.

Description.—Light beacon with a *flashing white* light.

Remarks.—The note “(P.A.)” is to be inserted on the charts against the new position of this light-beacon, and the former obscured sector is to be expunged. The red pile beacon formerly situated in close proximity to the new position of No. 2 light-beacon is also to be expunged from the charts.

Chart affected.—No. 401, Approach to Port Augusta.

Publications.—List of Lights, Part VI., 1922, No. 2340.
Australia Pilot, Vol. I., 1918, page 240.

Authority.—Adelaide Notice No. 11 of 1921. (*H. 2536-22.*)

SOUTH AUSTRALIA—ST. VINCENT GULF.

Port Adelaide Approach—Alteration in Position of Light-Buoy.

No. 271 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 772 of 1922), are republished :—

New position.—At a distance of about $6\frac{1}{2}$ cables north-westward from former position and 2·14 miles 318° from Wonga shoal lighthouse.

Lat. $34^{\circ} 48'$ S., long. $138^{\circ} 25'$ E. (*approx.*).

Description.—Red conical light-buoy with *flashing red* light.

Chart affected.—No. 2389, Approaches to Port Adelaide, with plan.

Publication.—Australia Pilot, Vol. I., 1918, page 295; Supplement No. 3, 1921, page 12.

Authority.—Adelaide Notice No. 12 of 1922. (*H. 2645-22.*)

EASTERN ARCHIPELAGO—JAVA, NORTH COAST.

Surabaya—Alteration in Character of Light.

No. 272 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 784 of 1922), are republished :—

Position.—On the eastern side of the entrance to Kali Mas.

Lat. $7^{\circ} 12'$ S., long. $112^{\circ} 44'$ E. (*approx.*).

New abridged description.—Lt. F. R. 49 ft., vis. 11 m.

Alteration.—The character of the light has been altered from flashing white to *fixed red*.

Charts affected.—No. 934, Surabaya and Sapudi straits, &c.
„ 1654, Island of Java—eastern portion.
„ 941b, Eastern Archipelago—sheet 2.
„ 2759a, Australia—northern portion.

Publications.—List of Lights, Part VI., 1922, No. 906.

Eastern Archipelago Pilot, Part II., 1913, page 134.

Authority.—Hague Notice No. 842 of 1922. (*H. 2707-22.*)

KOREA, SOUTH-EAST COAST.

Fusan Harbour—Amended Position of Outer Light-Buoy.

No. 273 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 785 of 1922), are republished:—

New position.—At a distance of 5.35 cables 232° from the 571 ft. Δ on Yogudan San, and about one cable southward of former position.

Lat. 35° 06' N., long. 129° 06' E. (approx.).

Description.—Red can light buoy exhibiting an occulting white light.

Charts affected.—No. 1259, Fusan harbour.

„ 3666, Fusan harbour to Chukupen bay.

Publications.—East Coasts of Korea & Siberia Pilot, 1913, page 77 ; Supplement, 1921, page 28.

Authority.—Tokyo Notice No. 14-104 of 1922. (H. 2758-22.)

SUMATRA, WEST COAST AND MENTAWI ISLANDS.

(1) *North Pagi Island, Simanganja Road—Existence of Shoal.*

(2) *Sikakap strait, south-western entrance—Amendment to Plan with regard to shoals.*

(3) *Benkulen approach—Amendment to Plan with regard to shoals.*

No. 274 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 790 of 1922), are republished:—

(1) North Pagi island, Simanganja Road.

Position.—At a distance of 5 cables 010° from the northern extremity of Simanganja island.

Lat. 2° 36' S., long. 100° 08' E. (approx.).

Depth—3 fathoms (5^m5).

(2) Sikakap Strait, South-Western Entrance.

Position.—Pulo Ti Nussa, lat. 2° 48' S., long. 100° 10' E. (approx.).

Details.—The accompanying reproduction of a portion of the plan of Sikakap strait on chart No. 2761 shows the necessary corrections to that plan with regard to shoals in the channel northward of Pulo Ti Nussa.

(3) Benkulen Approach.

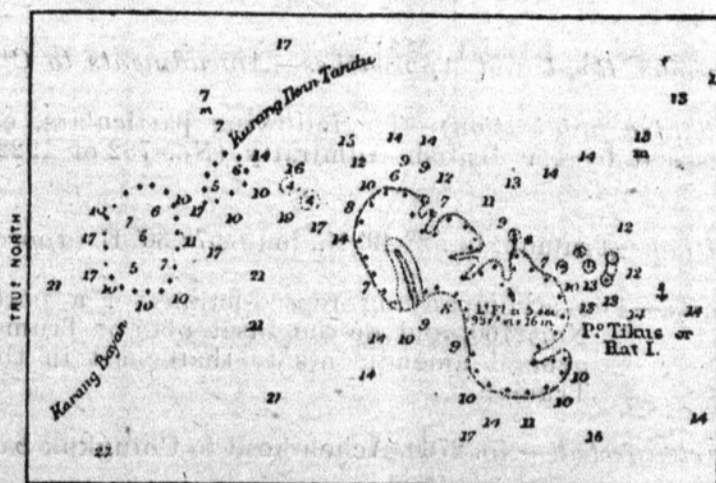
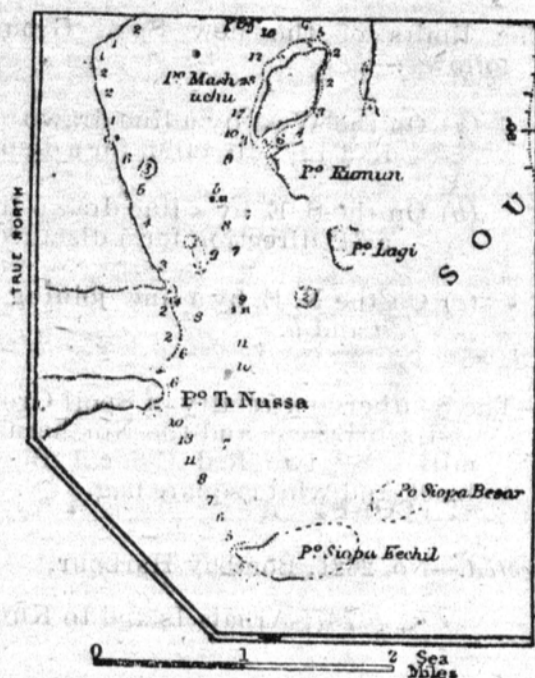
Position.—Pulo Tikus, lat. 3° 50' S., long. 102° 11' E. (approx.).

Details.—The accompanying reproduction of a portion of the plan of Benkulen road on chart No. 2761 shows the necessary corrections to that plan with regard to shoals north-westward of Pulo Tikus.

Chart affected.—No. 2761, Plans of Simanganja road; Strait of Sikakap and Benkulen road.

Publication.—China Sea Pilot, Vol. I., 1916, pages 395, 462, 463.

Authority.—Netherlands Government Charts. (*H.* 1345, 1370 & 1414-22.)



Reproduction of Portions of Chart N° 2761

INDIA, WEST COAST—BOMBAY HARBOUR.

Opening of new additional Spoil Ground.

No. 275 (second publication.)—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 54M. of 1922) are republished:—

Details.—The limits of the new Spoil Ground are defined as follows:—

- (a) On the West by a line drawn from Uran Beacon in a $12\frac{1}{2}^{\circ}$ direction for a distance of 5 cables.
- (b) On the S. E. by a line drawn from Uran Beacon in a 71° direction for a distance of 5 cables.
- (c) On the N. E. by a line joining the extremities of *a* and *b*.

Remarks.—The Southern extremity of Spoil Ground limit is marked by Uran Beacon and the Northern and Eastern extremities by two Red Conical Buoys surmounted by a black and white square flag.

Charts affected.—No. 2621, Bombay Harbour.

„ 737, Arnala Island to Kundari Island.

Publication.—West Coast of India Pilot, 1919, page 222.

Authority.—The Port Officer, Bombay, dated 20th June 1922.

The 30th July 1922.

SUMATRA, WEST COAST.

Trumon Road and Approaches—Amendments to Chart.

No. 257 (third publication)—The following particulars, etc. relative to the above, issued by the British Admiralty (No. 732 of 1922), are republished:—

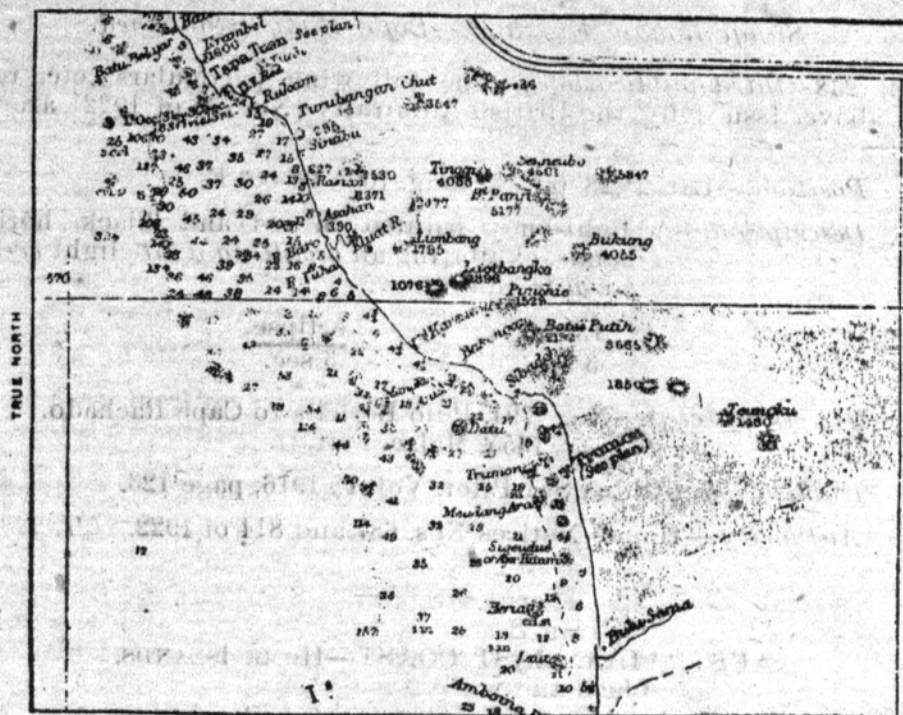
Position.—Trumon, lat. $2^{\circ} 49' N.$, long. $97^{\circ} 36' E.$ (*approx.*).

Details.—The accompanying reproductions of a portion of chart No. 2760, and of the inset plan of Trumon road, show general amendments to that chart in the vicinity of Trumon.

Chart affected.—No. 2760, Acheh head to Chingkuk bay.

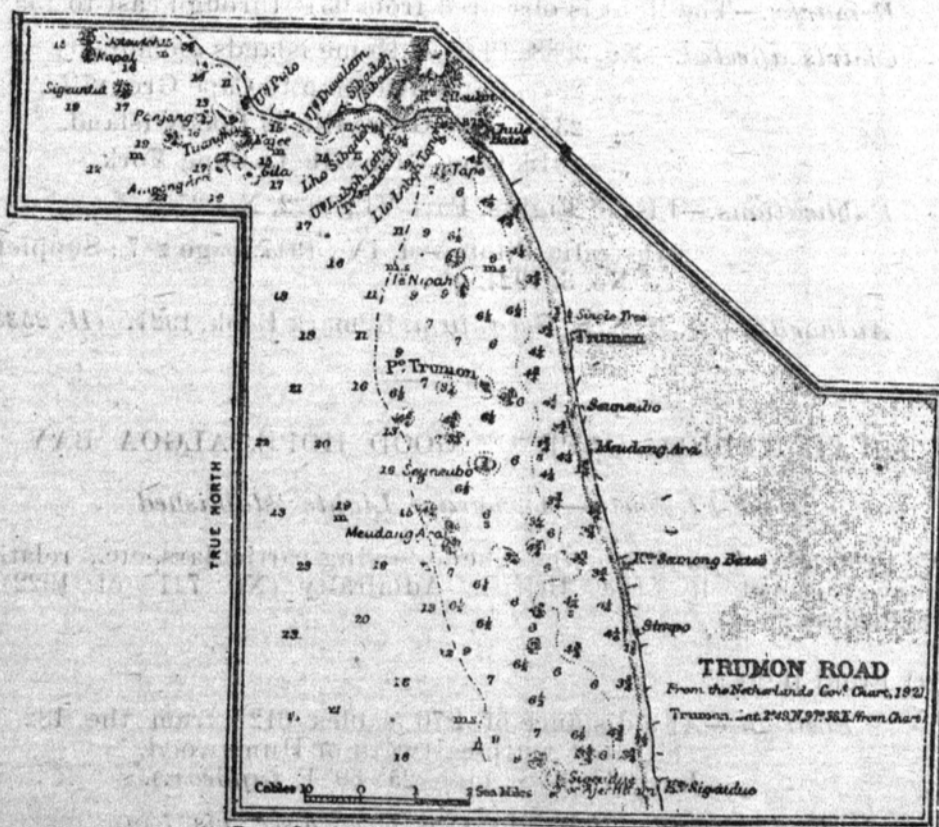
Publications.—China Sea Pilot, Vol. I., 1916, pages 333 to 338; Supplement No. 5, 1921.

Authority.—Netherlands Government Chart. (H. 1707-22.)



Reproduction of Portion of Chart N° 2760.

0 30 Sea Miles



Reproduction of Portion of Chart N° 2760.